

February 2021



KUNSILL LOKALI  
TARXIEN

This document has been authored by studjurban and Studio Tom Van Malderen on behalf of the Local Councils' Association Malta and Tarxien Local Council.

**Project Team – studjurban**

Dr. Antoine Zammit  
Tala Aldeiri  
Amaryllis Bista  
Shannon Farrugia  
Steve Montebello

**Project team – Studio Tom Van Malderen**

Tom Van Malderen  
Anna Horvath  
Daniel Lupi

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**Acknowledgements**

The project teams would like to express their gratitude to the Local Councils' Association for its ongoing support, to Transport Malta for providing important geospatial datasets for the locality, the Planning Authority for providing the digital base plan of the locality, Bicycle Advocacy Group and Environment and Resources Authority: ERA.

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**Published by:**

Local Councils' Association  
Local Government Building  
Local Government Road  
Marsa  
Malta  
Tel: (+356) 25968000  
Email: lca@lca.org.mt  
Website: www.lca.org.mt

Slow Streets is a project of the Local Councils' Association's ResidentFirst vision 2024. Follow Resident First on [facebook.com/ResidentFirst](https://www.facebook.com/ResidentFirst)

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# Introduction

Streets in Malta and Gozo are mostly dedicated for vehicles, including local streets which should encourage a greater pedestrian activity. Vehicles also travel at relatively high speeds, causing safety concerns for residents and other street users.

At the same time, the average width of pavements is, at best, 1m – too narrow to allow two people to pass each other comfortably, or for wheelchair users to be able to navigate along a pavement, or even for an individual to pass by with a stroller. As a result, people are

forced to be in close proximity with passing vehicles, risking walking, running, scooting, or cycling in the street next to speeding cars. This is a street safety issue, as well as a public health issue, in the light of the new social distancing guidelines.

## What is the Slow Streets initiative?

Slow Streets is a pioneering initiative in Malta and Gozo geared towards giving back streets to the people rather than cars, focusing primarily on residents' wellbeing. The Local Councils' Association, in partnership with Transport Malta and the Planning Authority, is collaborating on this action plan in order to give priority to pedestrians and cyclists by promoting walking, cycling and better accessibility to public transport networks. These new strategies will plan to ensure that mobility within localities is safe, sustainable, healthy and efficient, in addition to providing more public open space that contributes to an elevated quality of life.

The initiative focuses on strategies of traffic calming and management. In addition, each Local Council will study the degree of pedestrianisation it should implement according to the

locality's street network and the needs of its residents, whether temporarily or permanently. Slow Streets provides residents with an opportunity to experience their neighbourhoods in a new way, as a number of safe walking corridors will connect civic landmarks, medical facilities and other important services. This includes linking cycling priority routes and temporarily designated streets converted into creative play areas for children to enjoy safely.

In Malta and Gozo, streets are the primary public spaces, used daily by everyone. In order to improve the liveability of our localities, therefore, we need to start from our streets. Having pedestrian-friendly streets implies greater, equitable access to the outdoors, active transportation, opportunities to exercise, and the support of both physical and mental health.

Slow Streets provides residents with an opportunity to experience their neighbourhoods in a new way.



Source: [publicspace.org](https://publicspace.org)



## Who are Slow Streets for?

At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to

people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter, or skateboard. In particular, there is special consideration for the needs of the elderly and physically disabled.

## How do Slow Streets work?

The Slow Streets programme is designed to limit through traffic on certain residential streets so as to allow such streets to be used more as shared spaces. 'Through traffic' is vehicular traffic which passes through a particular locality or area, rather than stopping there, solely in order to arrive at another destination.

Simple tools such as signage, floor markings and cones will be used to slow down speeds and block roads, either temporarily or permanently, to improve safety for people who want to walk or cycle. This type of intervention is commonly referred to as 'tactical urbanism'. Access to private driveways/garages and loading and unloading of goods will be maintained for residents and businesses respectively, with better management schemes, as well as access for emergency and service vehicles as required.

Different degrees of interventions are subsequently proposed according to findings from comprehensive site analyses and the development of a vision for each street as part of a wider, more extensive, network.



At the heart of Slow Streets lies the local community and the need for better wellbeing for all residents.

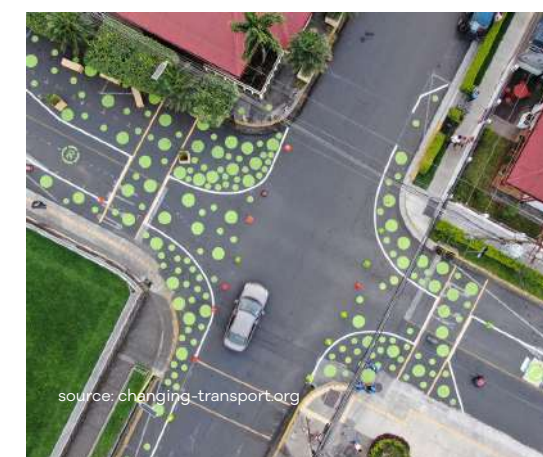
## What is 'tactical urbanism'?

Tactical urbanism involves using temporary materials in order to repurpose places and transform them into more dynamic public spaces, with pedestrian safety as a primary concern. The strategy is a phased approach, with short-term commitment that eventually leads to more permanent solutions.

Such experiments are carried out inexpensively, and with flexibility, in order to assess the potential success of an idea and to enable making adjustments before committing significant capital expenditure. Tactical urbanism can push existing ideas to move closer to implementation in the quickest manner.

Some examples of tactical urbanism strategies are:

- temporary signage and bollards to close off some streets for different uses, such as play streets or the setting up of markets;
- use of planters to define a boundary, especially at important pedestrian entrances;
- use of temporary movable furniture to turn a parking space into public space;
- use of painted markings on pavements to highlight priority for pedestrians; and
- added signage to help minimise through vehicular traffic and prioritise walking and/or cycling.



Selected materials will likely involve some level of trial and error before reaching the optimal design for the particular context. The flexibility of tactical urbanism initiatives provides an opportunity for creative thinking, and is the starting point for real change.

Tactical urbanism involves using temporary materials in order to repurpose places and transform them into more dynamic public spaces, with pedestrian safety as a primary concern.



At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter or skateboard.

The Slow Streets Network is based on this important concept, wherein local streets become primarily focused for local resident access and services, as opposed to through traffic.

## Slow Streets Network

In order to propose a solid strategy for the locality, both desktop and on the ground research was conducted to assess the potential of a Slow Streets network.

The first step of in-depth desktop 'macro' analysis entails studying the locality in terms of transportation networks, main activity zones, development density and the presence of public open spaces. Analysing transportation networks is important to understand the main vehicular and pedestrian routes, in order to be able to identify which roads should be mainly encouraged for vehicular use and, subsequently, which streets may be alleviated, or even liberated, from traffic so as to be prioritised for pedestrians. Over the recent years, there has been significant investment within the arterial and distributor road infrastructure in Malta, which has undergone expansion and upgrading, however it is not being used to its maximum potential. The widening of the arterial and distributor road networks should enable us to relieve the pressure on our local roads, particularly from through traffic.

The strategies of Slow Streets are based on this important concept, wherein local streets become primarily focused for local resident access and services, as opposed to through traffic. Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no (or very limited) access for vehicles, so as to further encourage the public to use buses rather than their

private cars.

The main outcome of the desktop analysis is the selection of potential Slow Streets, which together make up a comprehensive network. The selection of streets to be included within this network comprises a critical stage, as it sets the overall strategic vision for the locality. The selected streets undergo further in-depth 'micro' analysis, wherein on-site observations are carried out at different times of day and for different days of the week, in order to ensure that the selected strategy may be carried out successfully. These observations include:

- pedestrian connectivity (understanding the location and frequency of crossings and pavement continuity);
- other connections, such as stairs or informal/unsurfaced paths;
- solar exposure of the street network (and the amount of shade throughout the day);
- the presence of green or urban open pockets, including front gardens;
- the availability of street furniture;
- ground floor use (for instance, whether commercial or residential);
- the amount and frequency of garage doors and the presence of reserved parking; and
- social behaviour and activity within the urban spaces.



Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics of the street.

All the data is collated and the proposed network is analysed with all the information at hand. The project team goes through this analysis and establishes a vision for the locality – with a prime objective being that of resolving existing problems caused by through traffic and improving the connections to important public spaces – following which, individual street and space interventions are discussed and agreed upon.

The strategy is finally concluded once it may be established that the individual interventions are able to coexist seamlessly, without creating any unwanted repercussions and while further considering potential extensions with neighbouring localities.



Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no access for vehicles.

## Tarxien

Tarxien is a small locality in the South Eastern region of Malta with a mixed population demographic, including elderly residents and young families. It is a popular residential area given its proximity to Fgura and the Three Cities, a commercial node and a dining destination respectively. Commercial activities take place at specific nodes along three main streets – Triq Santa Marija, Triq Xintill, and Triq Hal Luqa. The town is most known for the Tarxien Temples, a megalithic temple complex which is among the world's oldest freestanding structures, and listed as a UNESCO World Heritage Site. Other historic landmarks include the Tarxien Parish Church, San Bert Appostlu Church and several historic villas and palazzos.

The locality has seven green open spaces, the largest of which is the Joanne Garden. The Local Council has furthermore expressed interest in expanding and improving the Penza Garden on Triq Sammat. The Council has also suggested a vision of a pedestrian area centred around the Parish Church. The presence of a more pedestrian-oriented town centre would help strengthen the local identity and would serve as a space for activities and feasts, attract more local businesses, and provide a space for residents of all ages to interact and enjoy.

Tarxien is characterised by narrow local roads, with designated slow speeds. The locality has a significant problem of extraneous (through) traffic, due to drivers accessing southern localities to and from the central region via Tarxien. Narrow local roads are often used as traffic shortcuts instead of using the arterial and distributor road infrastructure,

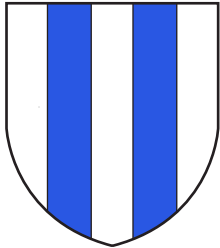
threatening both the serenity of these residential streets and pedestrian safety, while contributing to additional pollution levels. Currently, the transportation infrastructure of Triq tal-Barrani is being upgraded on the peripheral borders of Tarxien which links it to neighbouring localities. The new distributor road runs along the peripheral borders of Tarxien and is envisaged to alleviate much of the through traffic congestion within the locality's local roads. The infrastructure additionally accommodates a walking path with a green buffer separating it from the roadway.

A primary aim of Tarxien's Slow Streets strategy, therefore, is to liberate local streets from such extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality.

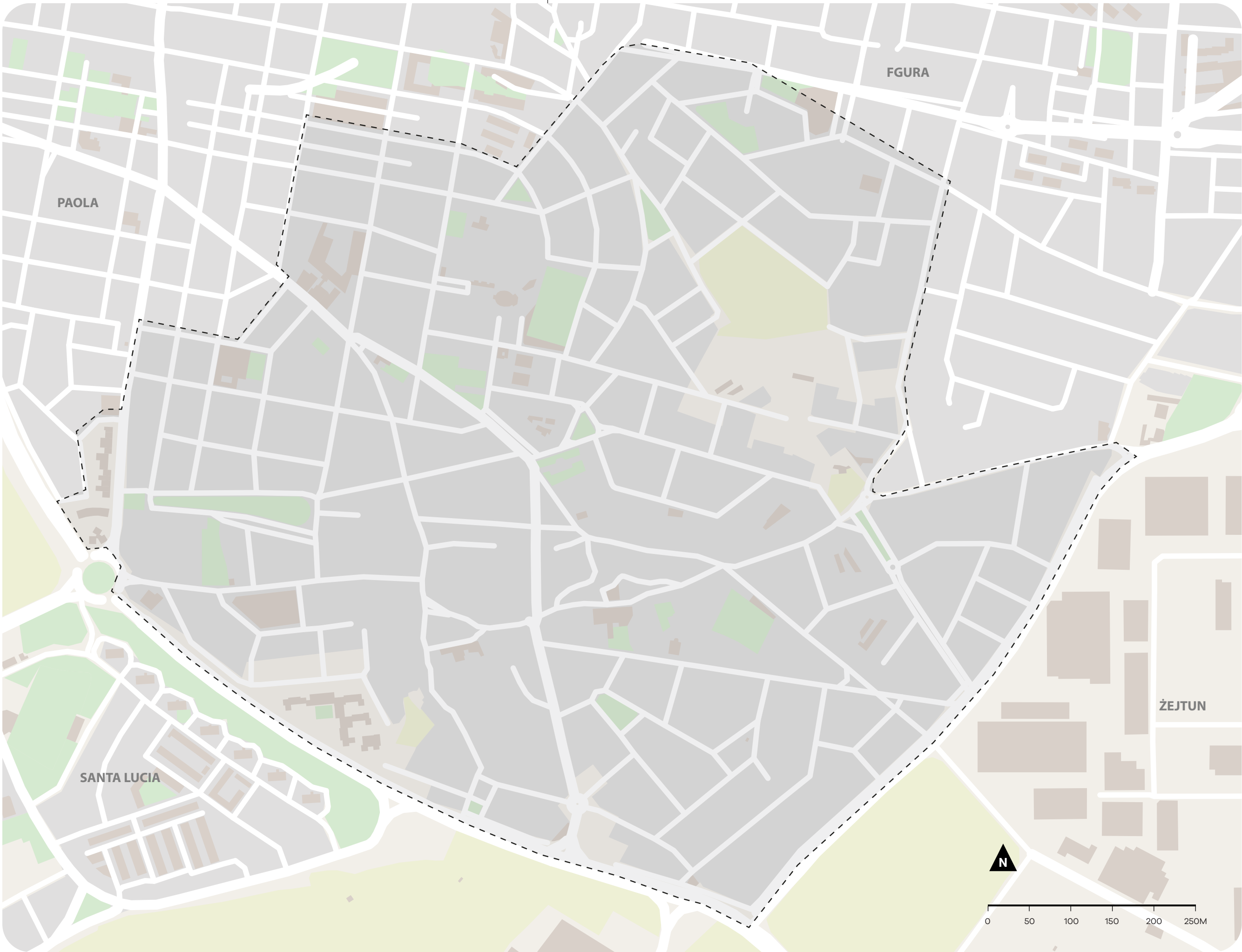




LOCALITY

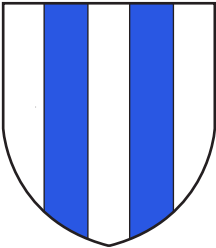


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TARXIEN

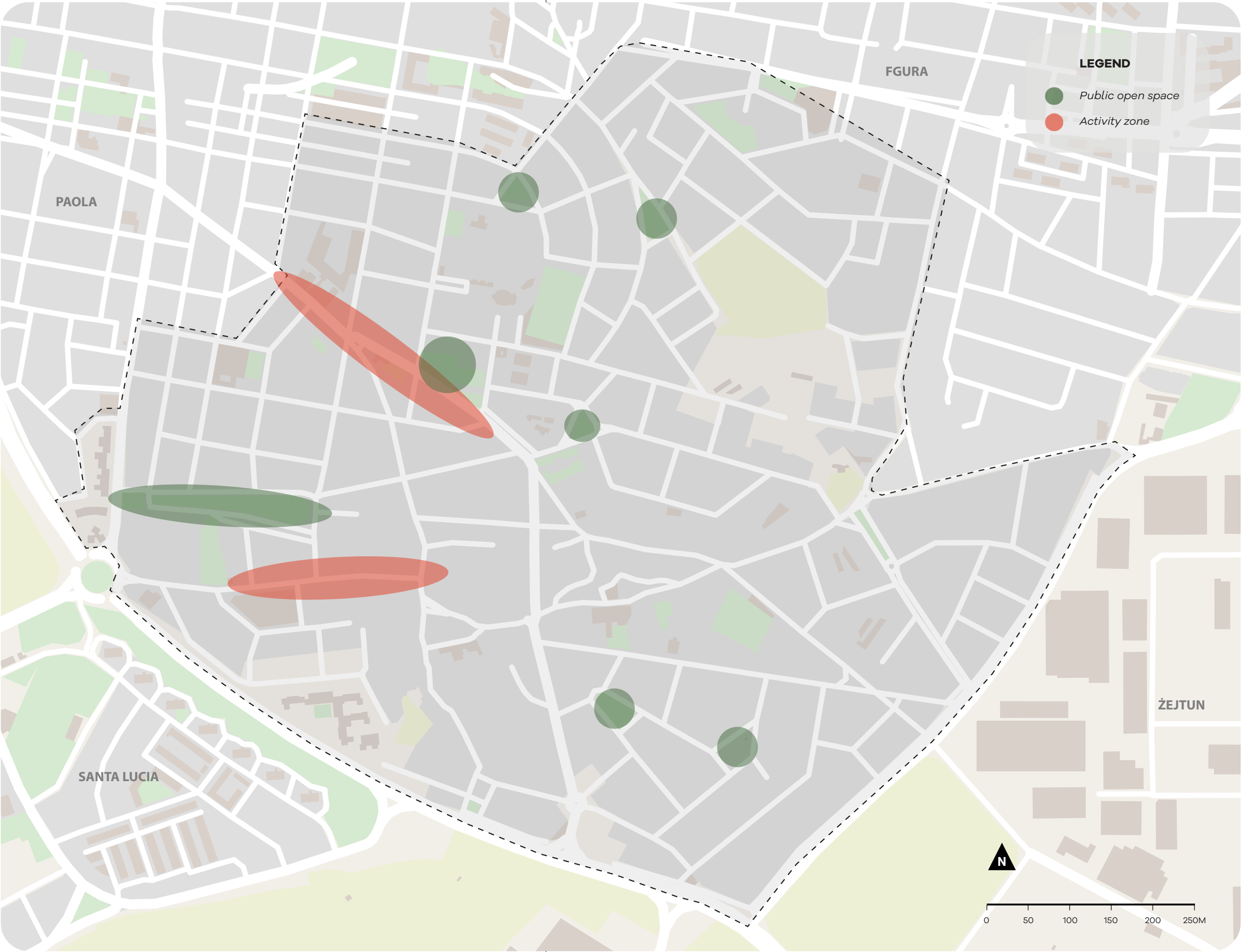




ACTIVITY  
ZONES

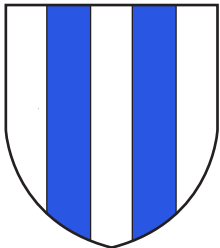


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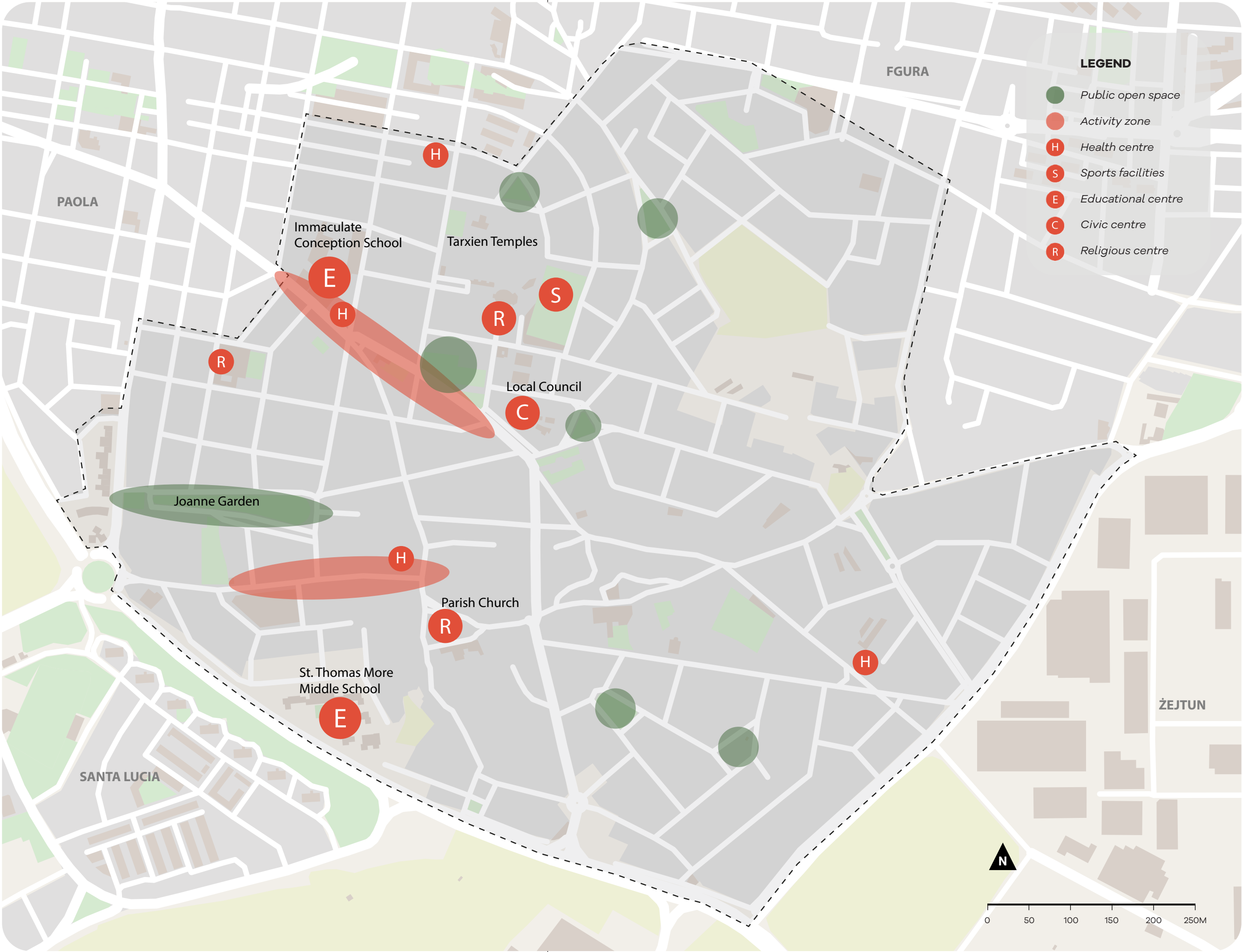




DESTINATIONS

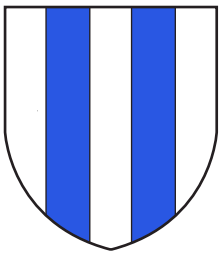


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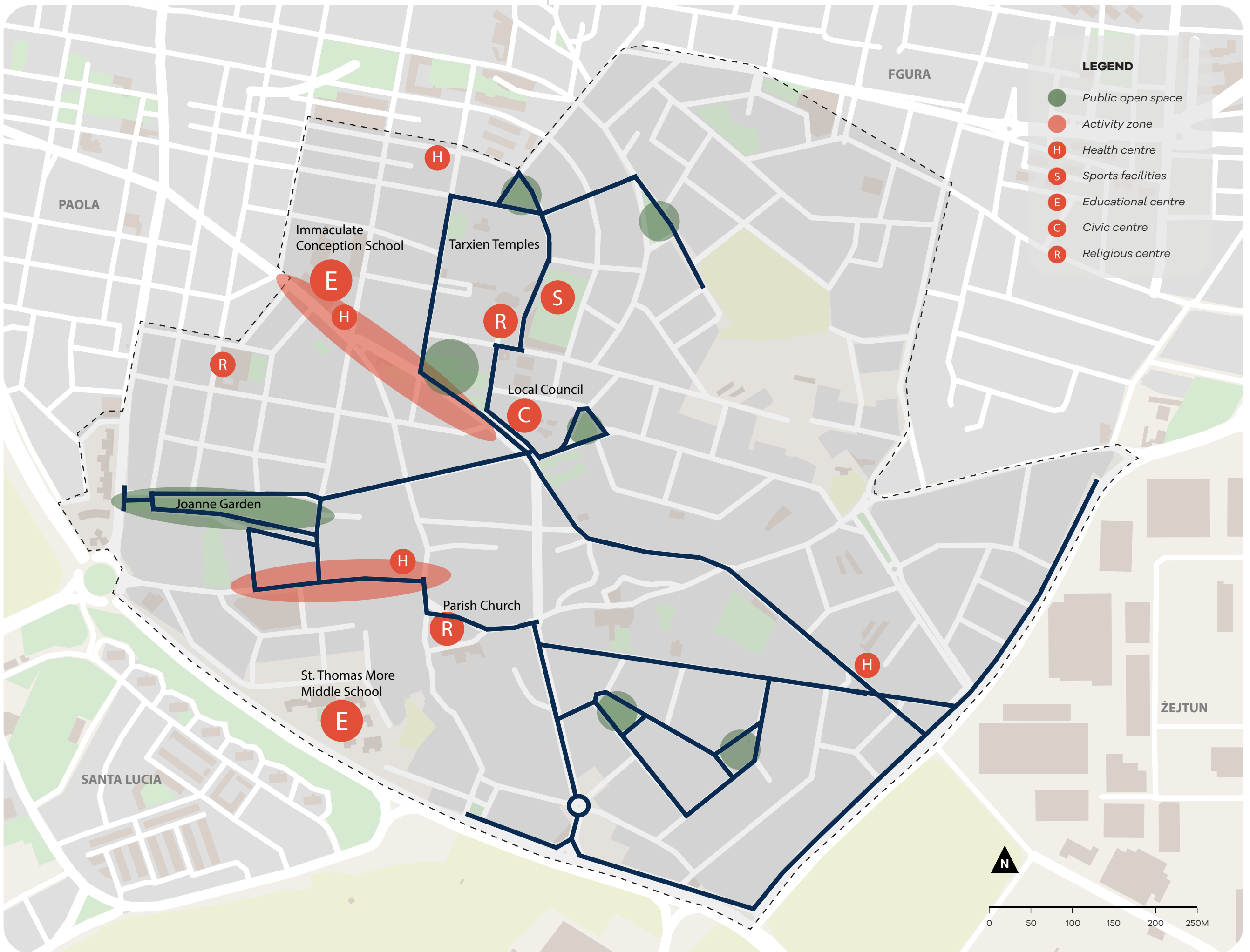




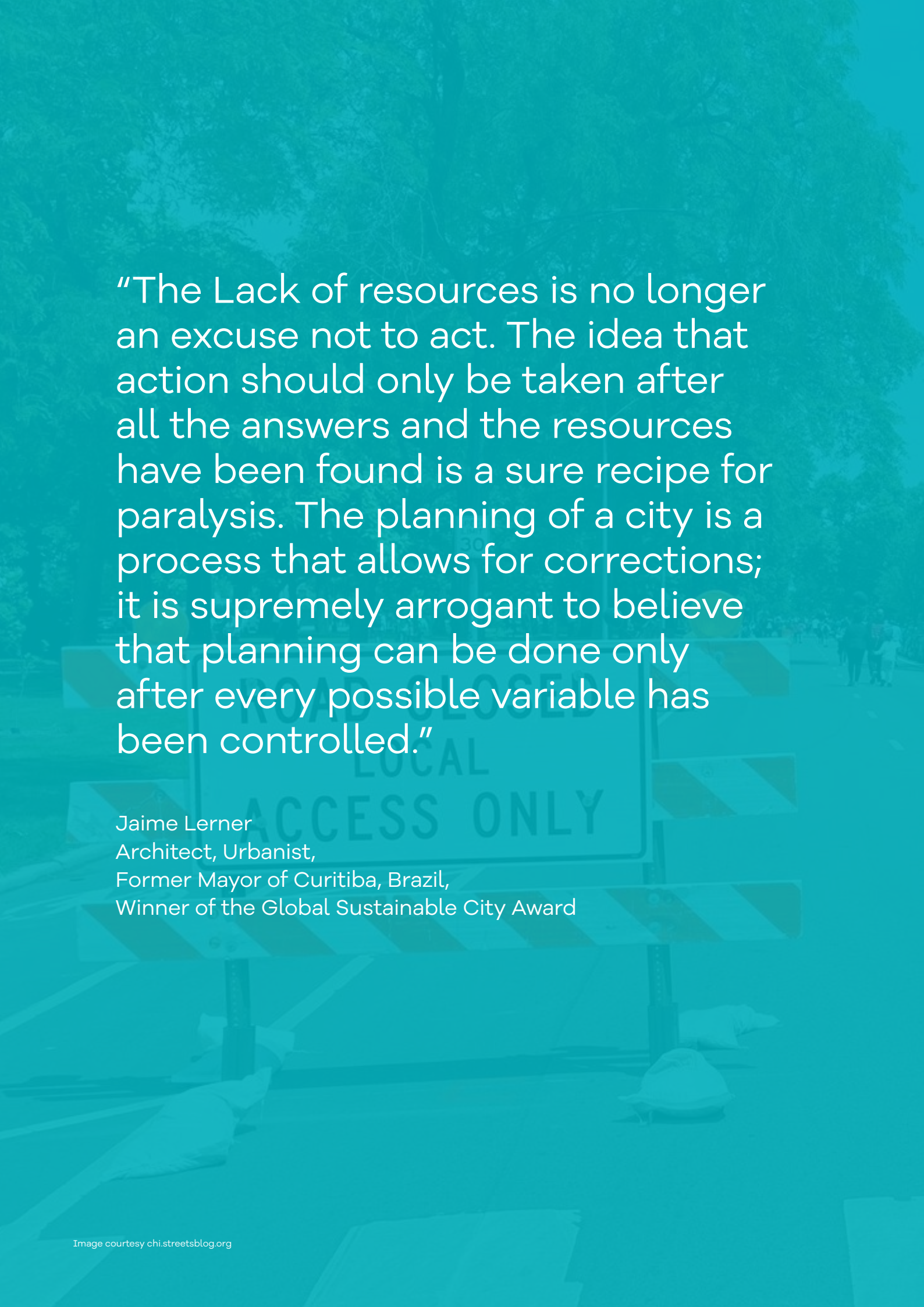
NETWORK



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“The Lack of resources is no longer an excuse not to act. The idea that action should only be taken after all the answers and the resources have been found is a sure recipe for paralysis. The planning of a city is a process that allows for corrections; it is supremely arrogant to believe that planning can be done only after every possible variable has been controlled.”

Jaime Lerner  
Architect, Urbanist,  
Former Mayor of Curitiba, Brazil,  
Winner of the Global Sustainable City Award

## Implementation

### Type of Interventions

**Slow streets level 1 - signage & branding**

**Slow streets level 2 - re-routing**

**Slow streets level 3 - tactical urbanism**

**Slow streets level 4 - reconfiguration**

**Slow Paths**

**Play Streets**

### Cycling

### Tarxien Interventions

### Phasing Strategy



# Types of Interventions

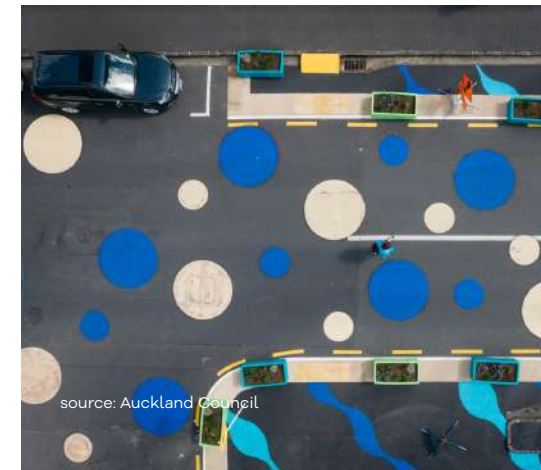
The interventions that are envisaged to take place on different streets have been collated into the following four levels:

## Level 1 - signage & branding

refers to interventions such as signage, branding measures and basic floor marking that emphasise the slowing down of vehicular traffic, without altering the nature of the street. Level 1 has been applied to streets that contribute to the formation of a continuous network

## Level 2 - re-routing

entails traffic management measures such as the introduction of dead ends and access-only to local traffic, rerouting and converting two-way streets to one-way routes. Such actions are critical in order to allocate more space for pedestrian or cycling use. At the same time, as discussed earlier, traffic management is also crucial to encourage drivers to use the arterial and distributor roads rather than the local roads, enabling faster access across localities. The shift of vehicles onto the main infrastructural routes would free up local roads from unnecessary traffic, and resultant congestion, allowing more people to use the streets and resulting in less noise and air pollution for residents.

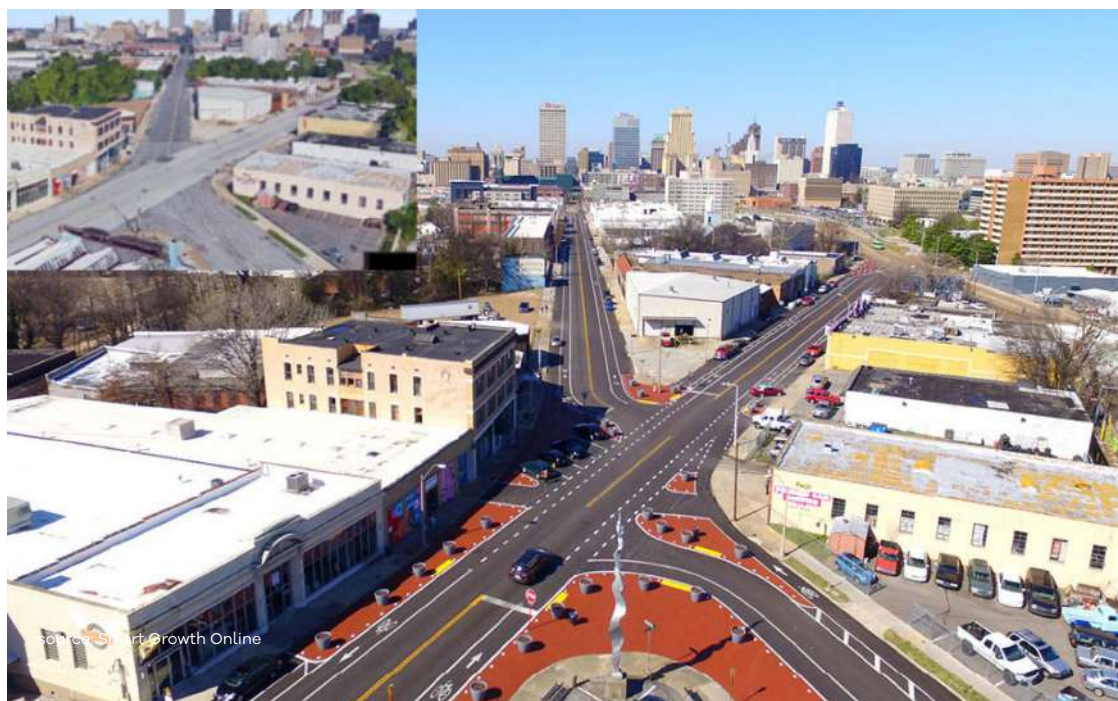


## Level 3 - tactical urbanism

mainly refers to tactical urbanism initiatives, defined previously, within a specific area, focusing particularly on traffic intersections and pedestrian crossings. These markings first highlight the need to prioritise pedestrians and their safety, which eventually might lead to a more permanent infrastructural change, such as raised crossings and wider pavements. The paint markings may also introduce colour and/or artistic flair to the area, potentially contributing to a greater sense of place and local identity.







source: Smart Growth Online

## Level 4 – reconfiguration

refers to the most substantial intervention which is the reconfiguration of the street section. As explained earlier, streets have been studied and measured on site, in order to assess whether more space may be allocated to pedestrians (extending beyond existing pavements), cycling lanes and/or greening initiatives (such as the introduction of planters). The designation of vehicular space is based on the Planning Authority's Development Control Design Policy, Guidance and Standards 2015 (DC15) Standard S1 (Vehicular Access Width Standards), which establishes a width of 3.7m as required for access by a fire tender, which is the largest emergency vehicle that should be able to access the road safely. In this regard, therefore, roads that are wider than this standard and that are considered to provide important pedestrian routes therein, are being reconfigured to this width. In many cases, a number of the above strategies are combined together in order to achieve a bigger impact.



source: South Carolina Safe Routes



source: publicspace.org

## Slow Paths

comprise another specific typology of Slow Streets (although the two names may seem similar, it must be clarified that 'slow paths' is not another term for 'slow streets'). Slow paths refer to a designated slow section of the road, when intervening on the entire street is not possible. This is often used in larger roads where slower-moving, more localised/dedicated slip roads or dedicated bus lanes are available, and where priority for pedestrians and cyclists is often not considered.



source: Global Infrastructure Cities



source: Greater Washington

## Play Streets

'Play streets' are a type of intervention where local roads are closed off to cars temporarily, for example on weekends, so that they can be transformed into places where neighbours of all ages may gather around together and play freely. Children may use skates, bicycles, and movable playgrounds may be set up while adults may play cards, chess or simply watch their children in a safe environment. Play streets can occur on a regular basis (for instance, weekly or monthly), and may constitute an important part of daily life for the local community because they:

- give children more opportunities to play in a safe space close to their homes;
- provide a chance for residents to come together and for everyone to get to know their neighbours; and
- help residents to be more physically active and healthier.



source: Cadence



source: designcouncil.org.uk





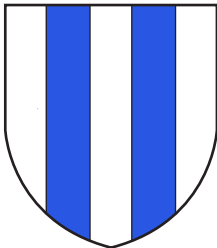
## Play streets – programming

Programmes and cultural activities are important for the success of play streets. They bring together the local community and give residents a sense of ownership of their neighbourhoods. Different festivals and activities attract a broad audience, expanding the circle of participants. They can vary from art and music activities to the organisation of games and fitness classes, or a combination of more than one activity. Preparation for such interactive activities may further occur with the active, hands-on, involvement of residents, which increases their sense of belonging and ownership of the public space (for example, helping with road painting, or further embellishing the streets with their own plants).

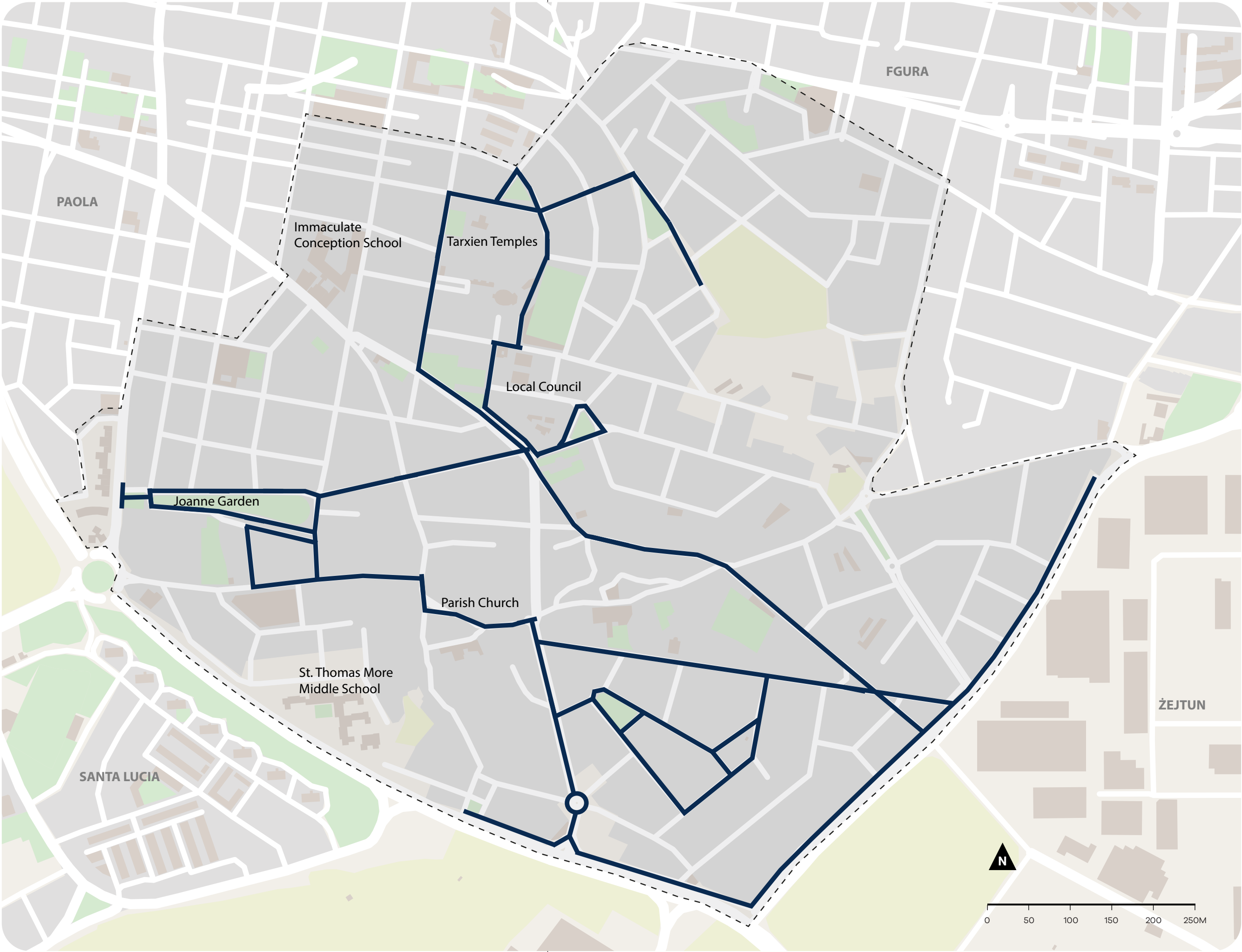




NETWORK

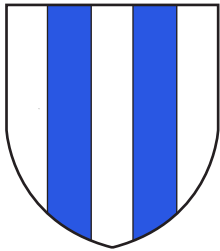


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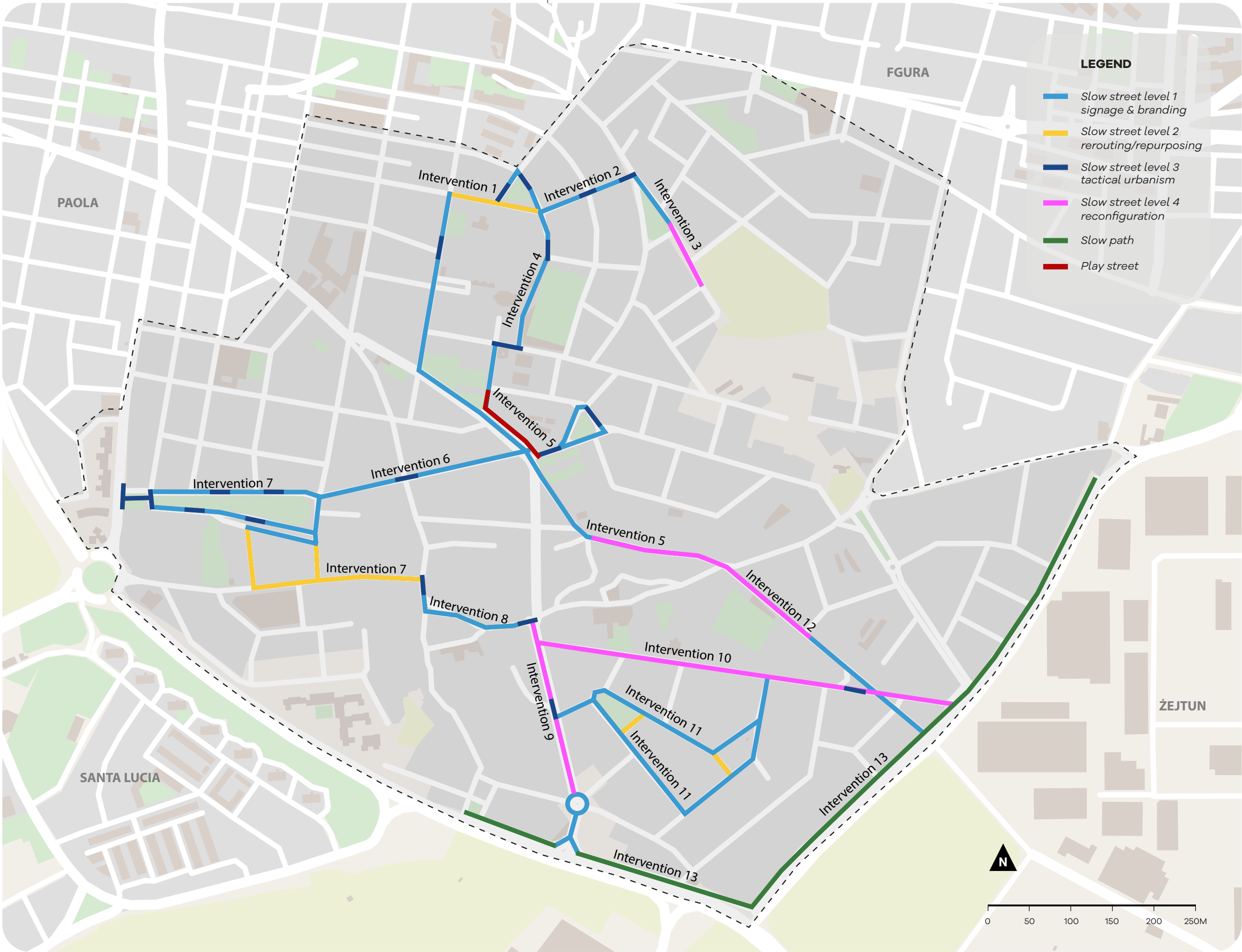




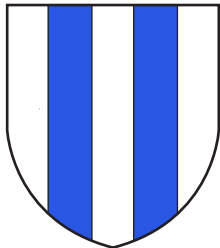
INTERVENTION



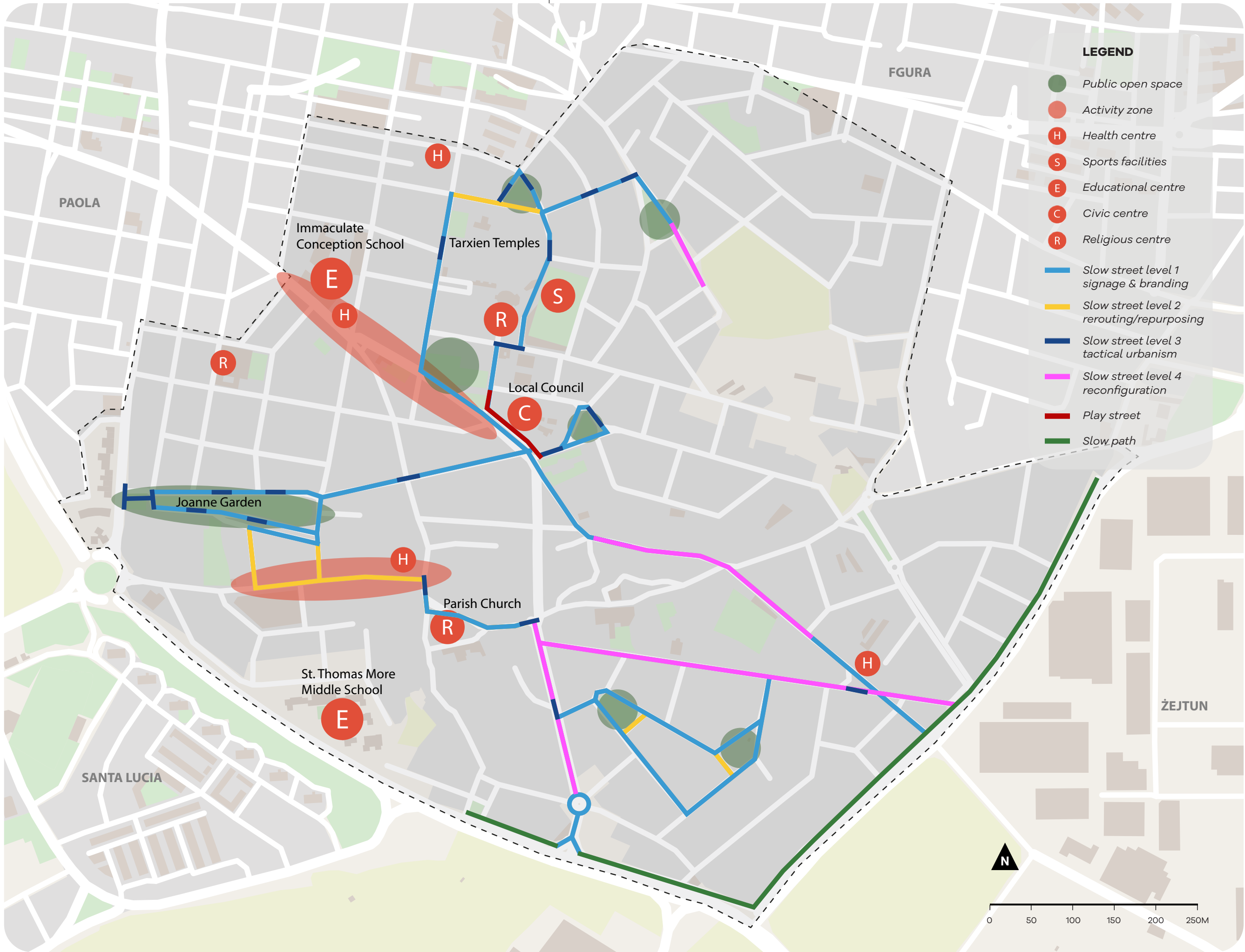
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INTERVENTION



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# Cycling

Cycling lanes form an integral part of the Slow Streets network and their inclusion within the interventions discussed above has been a core objective. Providing opportunities for alternative modes of transport may contribute to the decongestion of vehicular traffic and therefore provide more opportunities for space.

According to the Bike Advocacy Group, the solution to traffic congestion is having more people cycle. Since the average distance of a typical journey travelled in Malta is 5km, cycling is the fastest and cleanest mode of transport, especially when taking into account how much time car drivers spend looking for parking. Bicycles also occupy much less space which decongest roads and crossings, and decrease the need for parking space.

This is further reflected in the words of Transport Malta's National Cycling Strategy (2018, p.46): 'The promotion of cycling as an alternative mode of transport is considered to be an essential

part of any scheme or strategy to promote sustainable mobility through which transport authorities can address traffic congestion, improve accessibility, promote personal health, reduce air pollution as well as contribute towards lower greenhouse gas emissions, all of which are attributes necessary to improve the quality of life of any community.'

Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community. Cycle paths therefore improve both the connectivity and the overall liveability in localities.



The real added value of cycling is experienced through a combination of all environmental, social and health benefits combined.

In the Slow Streets interventions, designated cycling lanes have been considered within important connecting routes, especially if there is the opportunity to reroute traffic and create one-way routes so as to allocate the remaining space for bicycle lanes and pedestrian space. In the proposed scheme, both pedestrian and cyclist connections have been given due importance. Naturally, every street case is different depending on its physical features; however, when possible, barriers (such as cones or planters) are further proposed to provide increased cyclist safety, or parallel parking has been shifted such that pedestrians and cyclists may be protected by the parked cars.

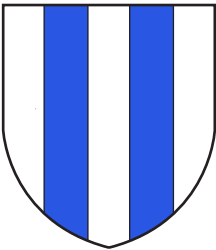
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

The Slow Streets initiative lays the groundwork for future strategic locality plans, wherein the urban cores and important public spaces may be freed from car traffic and instead used by pedestrians, cyclists and public transport.

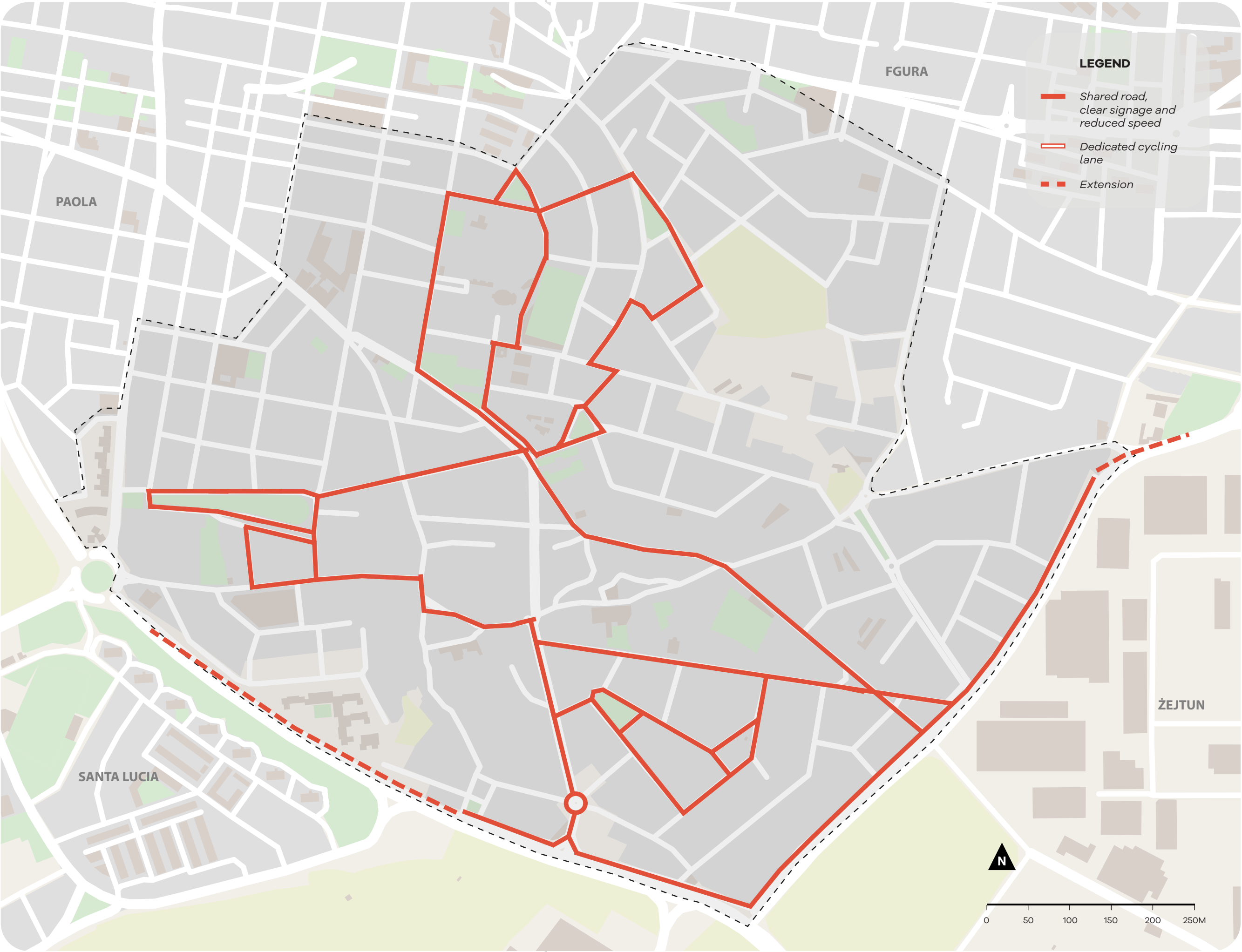


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING  
NETWORK



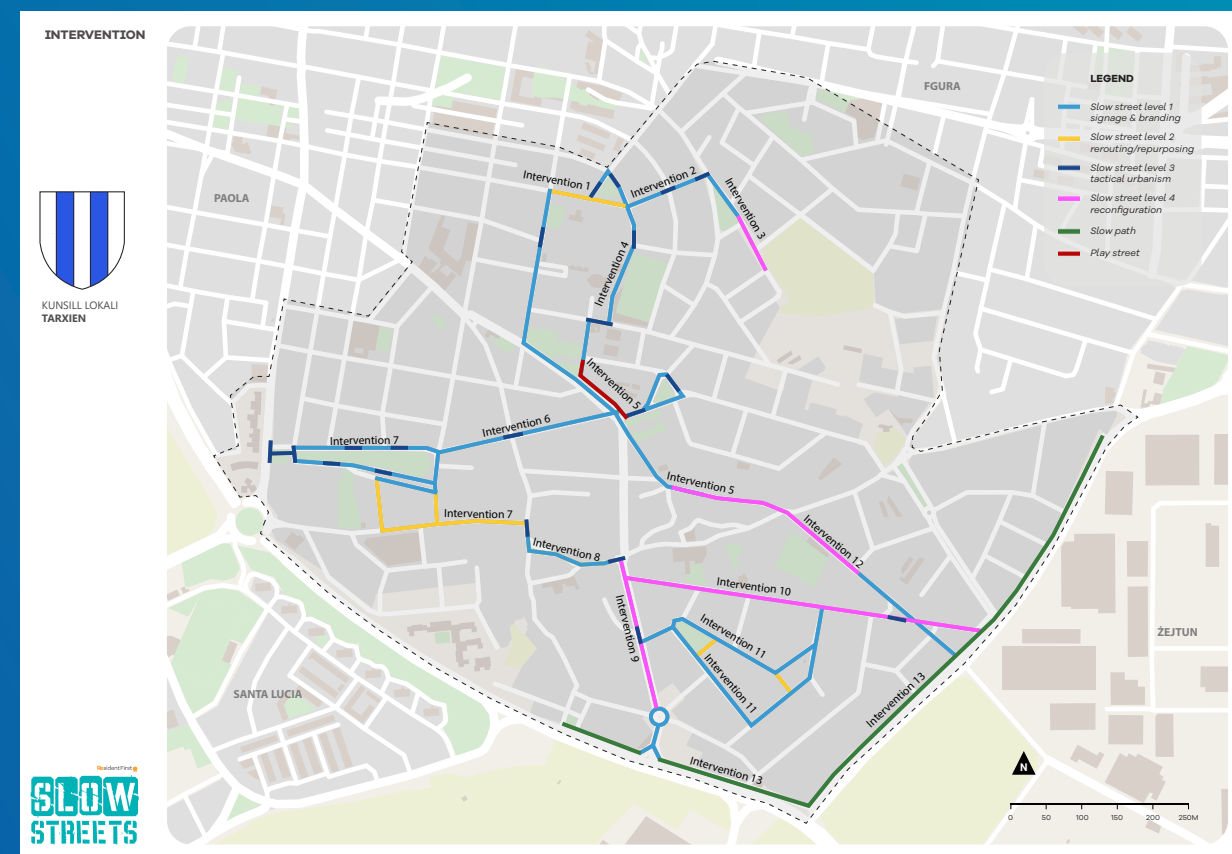
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# Tarxien Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. The first objective is to have more pedestrian-oriented local streets, particularly the narrower ones, by further reducing through traffic therein and instead divert vehicles onto more prominent routes. The second objective is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.



## Intervention 1

### Triq Sammat: Level 2 and 3

### Triq Sir Temi Zammit: Level 1 and 3



The main project that the Local Council has expressed interest in initiating is the expansion of the Penza Garden, located close to the Tarxien temples. The triangular garden features seating areas with mature shading trees and a gazebo, bordered by three streets: Triq Sammat, Triq Sir Temi Zammit and Triq Santa Monica. All streets offer on-street parking on both sides of the road except for Triq Sir Temi Zammit.

As the garden is separated from the temple's border by the width of Triq Sammat, the intervention proposes closing off this segment of the road so that it would serve as an extension to the garden and therefore connect the garden to the temple's border. This intervention is supported by the Local Council's intention to reduce parking spaces so as to gain more and improved green public space. Vehicles would not be able to access Triq il-Fuħħar from Triq Sammat, but would instead be rerouted onto Triq Santa Monica through Triq Sir Temi Zammit. This way, the garden would feel less like a traffic junction and more integrated within the urban fabric of the historic town centre. This strategy also fits within a broader spatial network around the temples, as there is a pedestrian pathway connecting Triq Santa Monica and Triq San Frangisk, which is in turn in close proximity to the Local Council. This intervention could be tested on designated times and/or days and, if successful, may be permanently implemented with infrastructural improvements (such as paving) in the future.

Furthermore, the intervention proposes floor markings highlighting the entrance points of the garden. The floor markings would simultaneously alert drivers to slow down and provide priority to pedestrians. Such examples of tactical urbanism increase pedestrian safety and increase the overall quality of the space.

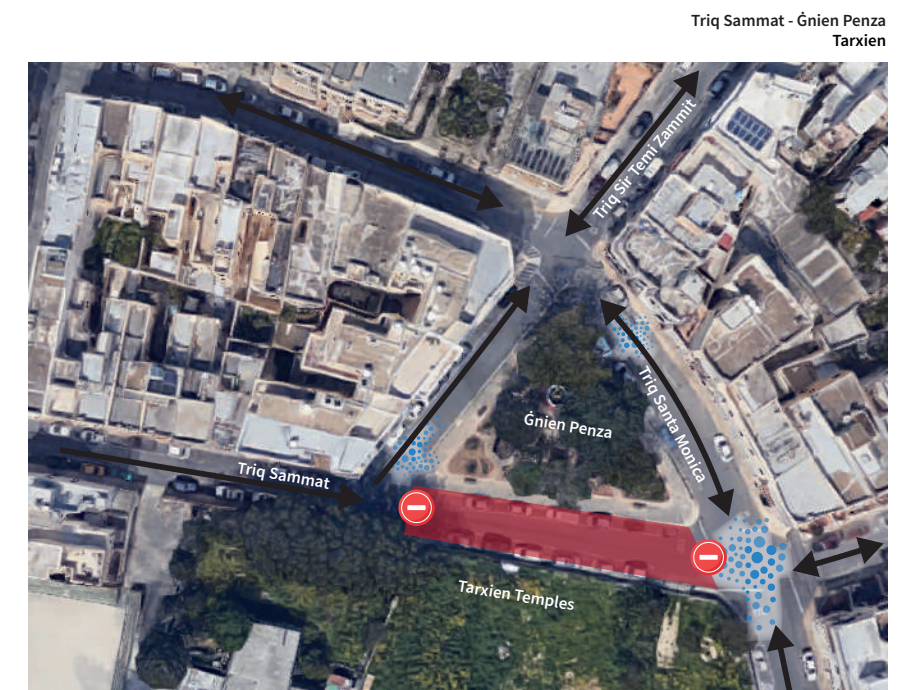
#### LEGEND

##### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Planter
- One-way
- Limited access

##### Traffic Management

- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars





# Intervention 2

## Triq Il-Fuħħar: Level 1 and 3

Located in close proximity to the Penza garden is another green space known as Ġnien Mark Farrugia. The garden comprises mostly vegetation with some limited seating facilities and a commemorative sculpture. Both Penza garden and Mark Farrugia garden are linked through Triq il-Fuħħar, which is currently a two-way street with on-street parking on both sides of the road. In order to offer a safer pedestrian route between the two green spaces, the intervention proposes floor markings at the intersections of Triq Santa Monica, Triq Ġuże D'Amato and Triq George Caruana with Triq il-Fuħħar. The floor markings would offer safer crossings, and simultaneously serve as wayfinding between the two gardens, linking them visually. Signage is also being proposed for controlled vehicular speeds of 20 km/hour and pedestrian priority.



# Intervention 3

## Triq Ta' Sardinja: Level 4 Triq George Caruana: Level 1 and 3

Triq Ta' Sardinja is a two-way local road that connects to Ġnien Mark Farrugia. The segment of the street from Triq George Caruana to Triq Emanuel Vella features a wide street section, with a wide 2.8-metre pavement next to on street parking, two traffic 4 metre-wide lanes separated by a 2.2 metre-wide floor marking buffer and a 1.2 metre-wide pavement, located also next to on-street parking. Given the generous available road space of 8 metres, the ability for vehicles to manoeuvre well into and out of the surrounding local roads, and considering the fact that this street is characterised by very localised and limited vehicular volumes, it is being contended that the additional 2.2 metre-wide buffer may not be necessary within this local street.

The intervention therefore proposes shifting the 2.2 metre-wide buffer adjacent to the 2.8 metre-wide pavement, so as to utilise the space for planting that would contribute to the street's environmental and visual upgrade. The green strip would in turn act as an extension to Ġnien Mark Farrugia, since the existing wide pavement offers the space for additional seating and ancillary street furniture. A larger green public space would serve more members of the local community and offer opportunities for more social interaction. Floor markings are proposed across Triq George Caruana, connecting the garden to the wide pavement and providing safer crossings. In tandem, improved signage is being proposed on Triq George Caruana, both for low vehicular driving speeds (so as to alert drivers to slow down) and for road sharing with cyclists.





Intervention 4

Triq Santa Monica - Triq San Frangisk - Triq Annetto Caruana - Triq it-Tempji Neolitici: Level 1 and 3

This intervention aims at strengthening pedestrian connections through tactical urbanism, which would also serve as wayfinding to various local landmarks. Such initiatives cater for pedestrian needs and improve the pedestrian quality of the locality, especially for children and elderly residents.

Floor markings are proposed at the intersection of Triq Santa Monica and Triq Il-Hagar, indicating and tying in with the pedestrian pathway wedged between the Neolithic temples and the football ground. Similarly, floor markings are proposed on Triq San Frangisk, indicating the presence of the pedestrian path on the other side. Floor markings are also proposed on Triq Annetto Caruana in front of the Church of All Souls, highlighting the entrance of the religious institution.

Last, tactical urbanism in the form of floor markings is proposed in front of the temples where Triq it-Tempji Neolitici opens up to a circular space containing a seating area, coinciding with the intersection of the street with Triq il-Karmnu. As the temples provide one of the main landmarks of this locality, it would be important to provide an inviting entrance which is also safe for pedestrians to access on foot. Planters may also be used to provide more greenery and improve the aesthetics of the space. Signage for low driving speeds on all these roads would alert drivers to slow down and provide priority to pedestrians.



Intervention 5

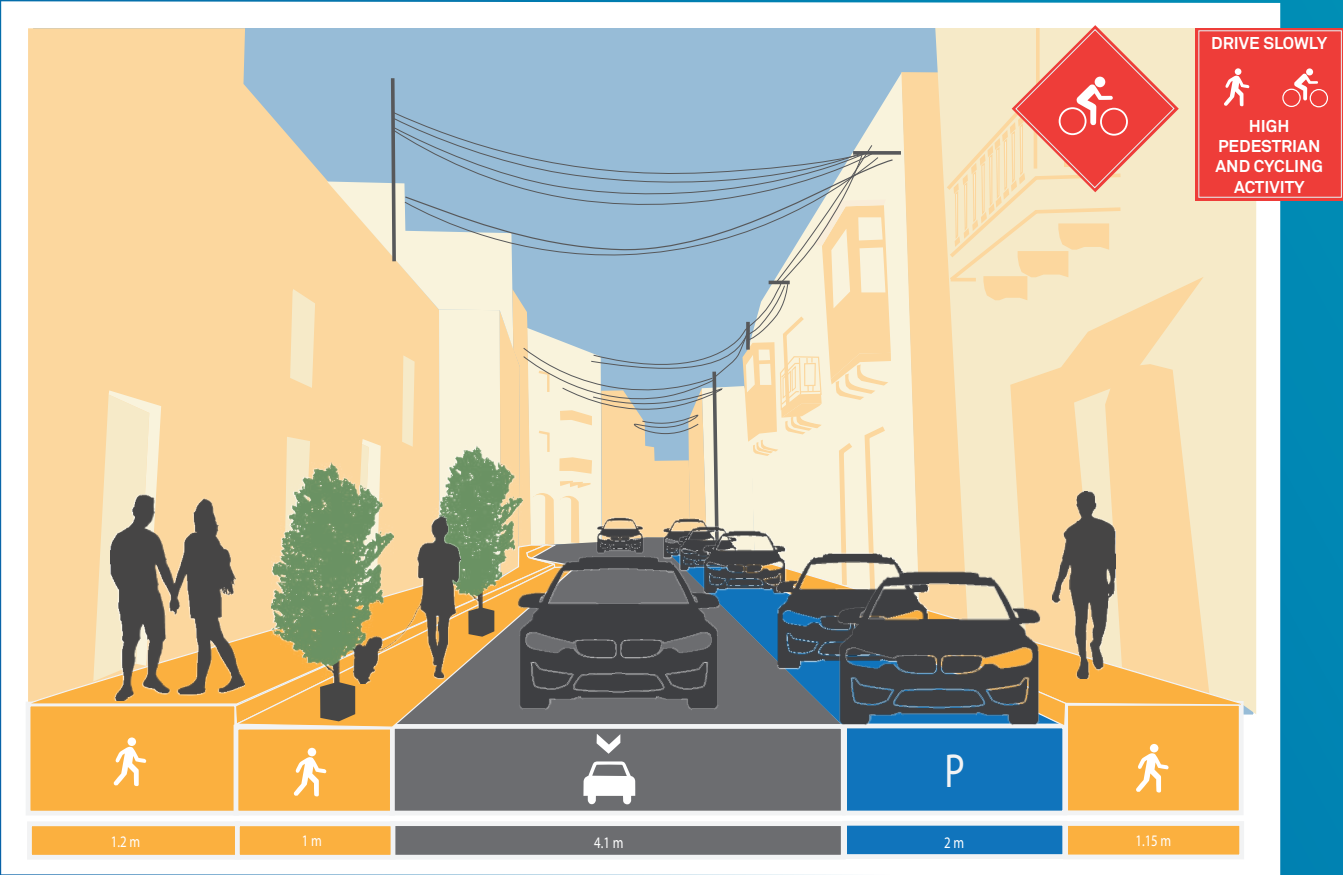
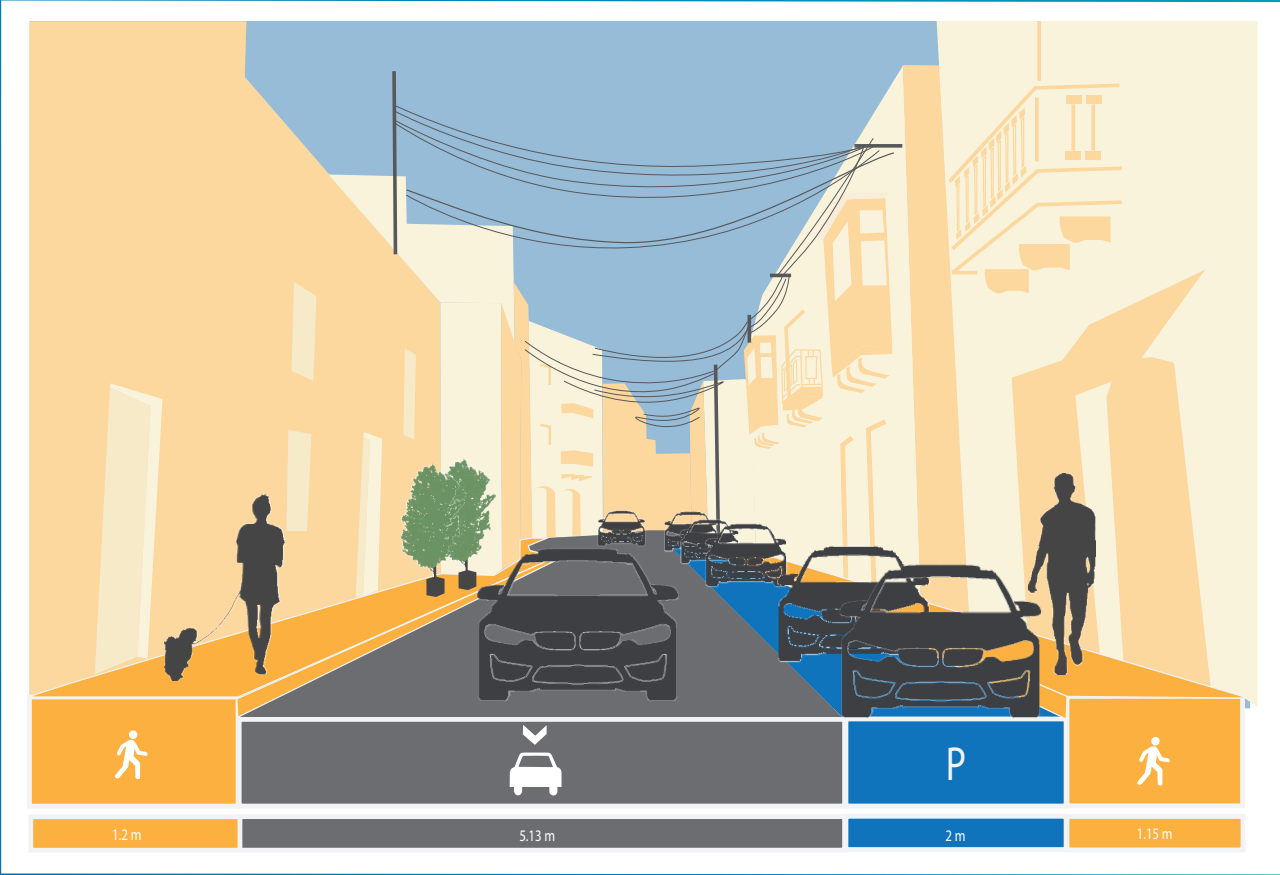
Triq Santa Marija: Level 1, 3 and 4  
Triq Santa Marija (service road): Play Street  
Triq Agostino Randon - Triq Il-Fieres: Level 1 and 3

Triq Santa Marija is an important local road within the centre of the locality. The road width varies along its entire stretch, and links many landmarks such as a large public garden, the square of Hal Tarxien Ifakkar 'L Uliedu, the Local Council, and St. Mary's Chapel (Tar-Rokna). The intervention first proposes signage indicating low vehicular speeds and pedestrian priority along the segment starting from the public garden towards the chapel. Floor markings are proposed in front of the chapel extending towards Triq Il-Blata, giving some articulation to the asphalted parking areas. The markings also highlight the landmark and Triq Betta – an important pedestrian alley connecting to Triq Paola and Triq Xintill.





After the narrowest section of Triq Santa Marija, which occurs near Triq Il-Blata, the road widens to 5.13 metres with 2 metres of on-street parking and a pavement on either side. Given that it is a one-way street, the intervention proposes narrowing the roadway to 4.1 metres (so as to still allow its possibility as a two-way road in the event of an emergency or due to possible surrounding road closures) and dedicating 1 metre of pedestrian space. This space could also be used to place planters, since currently they are placed on the narrow pavement, creating obstacles for people who try to walk along it. The additional 1 metre of space would therefore also provide a greening opportunity for the street, improving its environmental quality and enhancing it aesthetically, in turn allowing more users to enjoy walking through this road segment of Triq Santa Marija.





The Local Council is located on the service road of Triq Santa Marija, where one-way traffic is permitted and used mainly for parking. In tandem with the Council's wishes to utilise this street more for community purposes, the intervention proposes Santa Marija as a play street. Therefore on designated days and at times of day when traffic demand is low, activities may be planned for residents to use this traffic-free street. It would further be important to programme this space in an inclusive manner, ensuring the active involvement and participation of diverse users.



## Barrier elements

should be used to create a strong edge and define the place as a pedestrian zone

## Landscaping elements

plants and trees go a long way in making an inviting space to play and socialize

## Programming

activating play streets with programming is key to success. Events and activities can include exercise classes, live music, food trucks, markets, etc.



## Surface treatment

can be used to further define the playstreet

## Signs

to announce and explain the Play Streets concept, the Slow Streets branding and to communicate official traffic regulations

## Street furniture

moveable chairs, tables, play, exercise and shade elements are preferable



In close proximity to the Local Council is Ġnien Kunsilli Lokali, another green space which serves local residents. To highlight the connection between the garden and the play street, floor markings are proposed both at the intersection of Triq Santa Marija and Triq Agostino Randon, and at the entrance of the garden on Triq Il-Fieres. The floor markings would simultaneously alert drivers to slow down and give priority to pedestrians. Such opportunities of tactical urbanism increase pedestrian safety while increasing the overall quality of the space.



## Intervention 6

### Triq Lanzon: Level 1 and 3

Triq Lanzon serves as a direct connection between the proposed play street on Santa Marija and Joanne Gardens. The narrow one-way road currently allows traffic in opposing directions, meeting at Triq Paola. This traffic scheme is safer for pedestrians as opposed to long roads that offer direct vehicular connections, particularly at intersections wherein drivers do not tend to stop completely. The intervention proposes further highlighting pedestrian safety through appropriate signage limiting vehicular speeds as well as floor markings at the intersection with Triq Paola. A safer road would encourage more pedestrians to use this route and improve the connectivity of the locality.



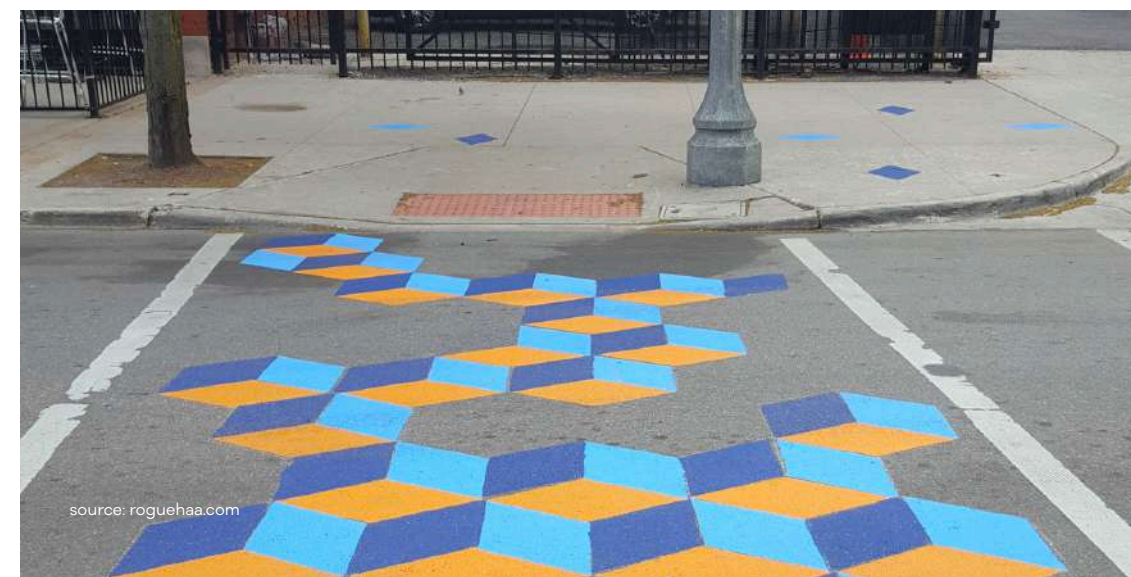
## Intervention 7

### Joanne Garden: Level 1 and 3 Triq Ħal Luqa - Triq it-Tarzna: Level 3 Triq Xintill - Triq Pawlu Schembri - Triq Is-Sorijiet: Level 2

The public Joanne garden is the largest green open space in Tarxien. The garden is divided into two spaces, one large area that stretches along the entire road, and another smaller square garden across Triq it-Tarzna, also bordered by Triq Ħal Luqa. The larger garden contains seating areas and play equipment, with several access points on all borders. The traffic on the street named Joanne Garden is a one-way loop that circulates the large garden, with on-street parking on one side only. The surrounding



To further enhance the connections between the existing pavements and the garden, floor markings are proposed at two sets of mirrored entrance points and also along the border where the two gardens are separated by a parking space. The floor markings would simultaneously alert drivers to slow down and give priority to pedestrians crossing the road. This would be supplemented by appropriate signage designating a



The second strategy suggests closing off Triq Xintill from Triq Paola to Triq Is-Sorijiet on designated days or times during the day when traffic demand is low. This segment of the road is where the road width narrows greatly and would therefore allow residents to walk without any safety concerns from passing vehicles. It would also encourage residents to walk to and from the Parish church piazza. The following intervention discusses how Triq Xintill would contribute to a pedestrian-oriented centre for the locality.



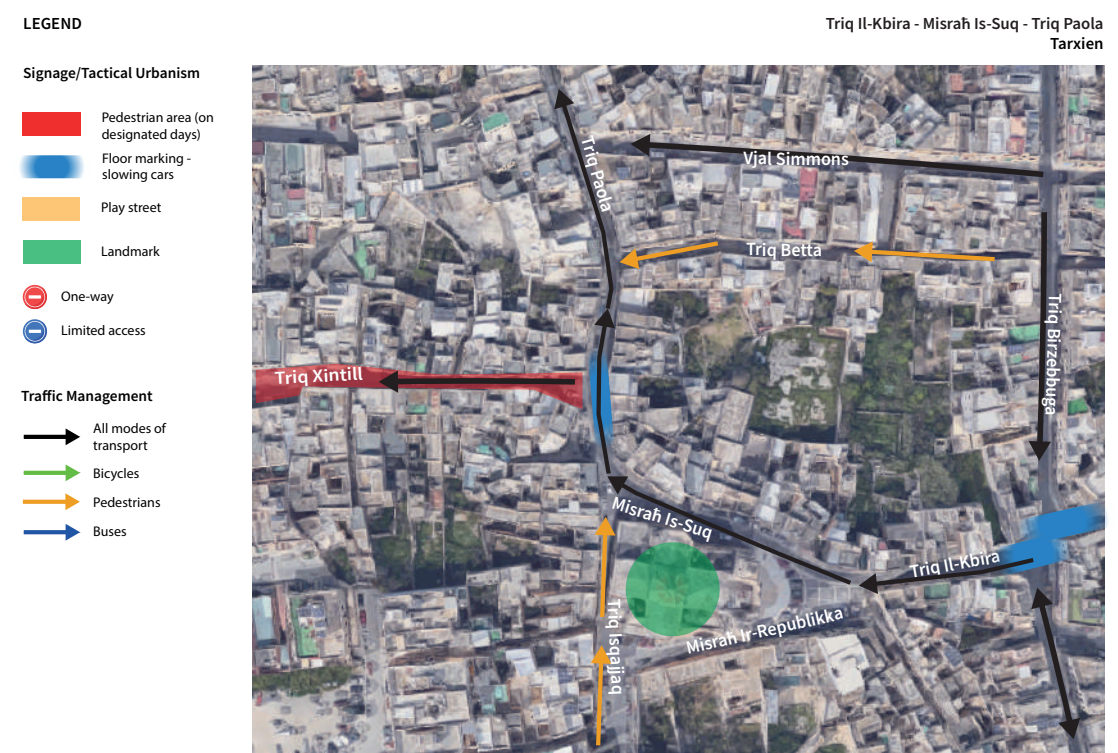


# Intervention 8

## Triq Il-Kbira: Level 1 and 3 Triq Paola: Level 3

This intervention aims at providing a strategy for a more pedestrian-oriented centre for Tarxien. Currently, the Parish Church lies within the core of the locality and features a paved piazza, often used for feasts and weekly markets but generally used for parking. The church is bordered by Misraħ Ir-Repubblika which is completely pedestrian, and Misraħ Is-Suq which allows vehicles from Triq Il-Kbira onto Triq Paola. Signage is proposed throughout this stretch, indicating 20 km/hour speed limit and pedestrian priority. The safer area around the church would encourage residents to walk to local businesses for different commercial activities, and potentially attract visitors from other localities and increase local business opportunities. As the central historic area features numerous pedestrian alleys, this strategy would further enhance the pedestrian-oriented approach taken within the locality, thereby increasing the overall quality of the area.

In addition, in order to reinforce the main hub of activity within the locality, floor markings are proposed at the intersection of Triq Xintill and Triq Paola, as well as the intersection of Triq Il-Kbira with Triq IL-Palma.



# Intervention 9

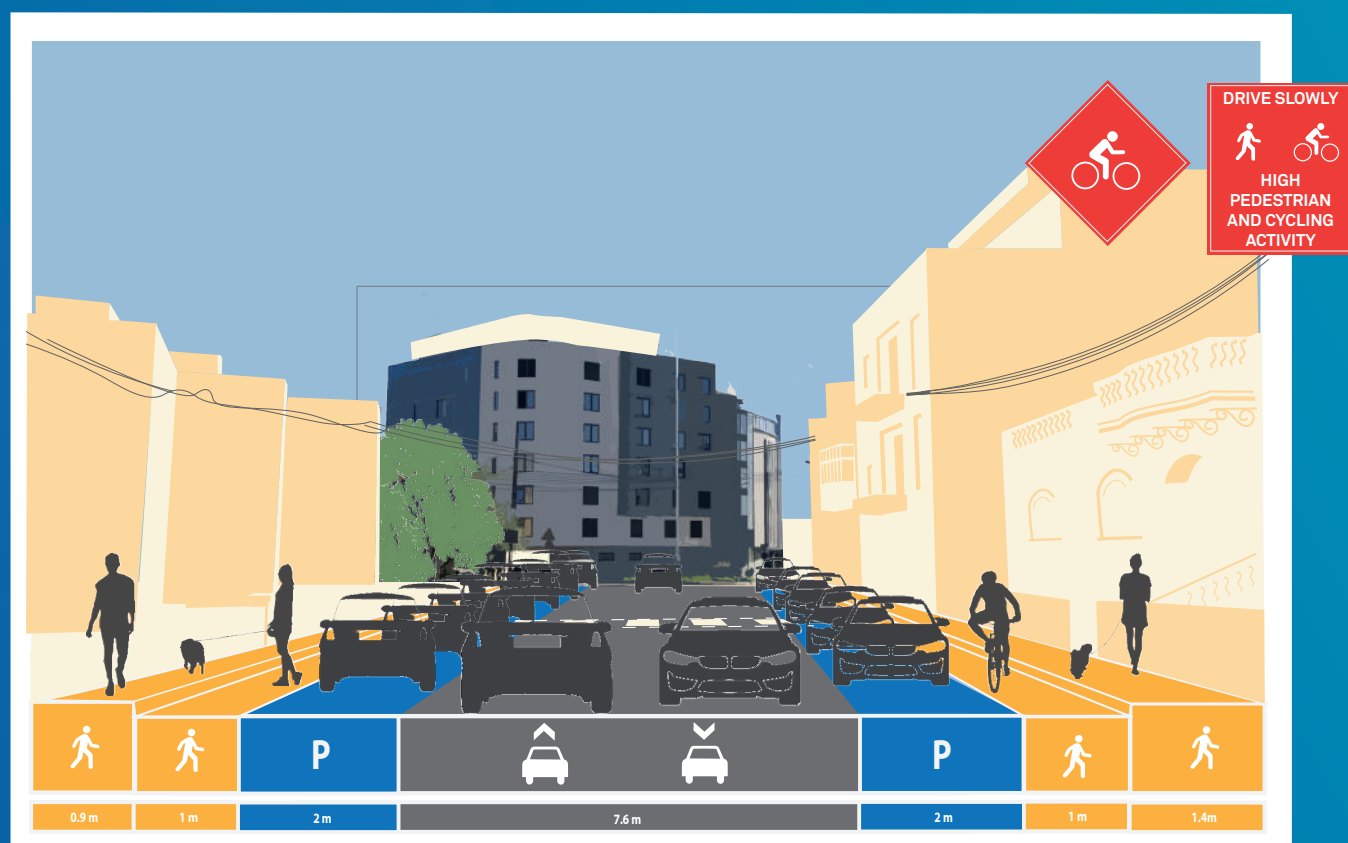
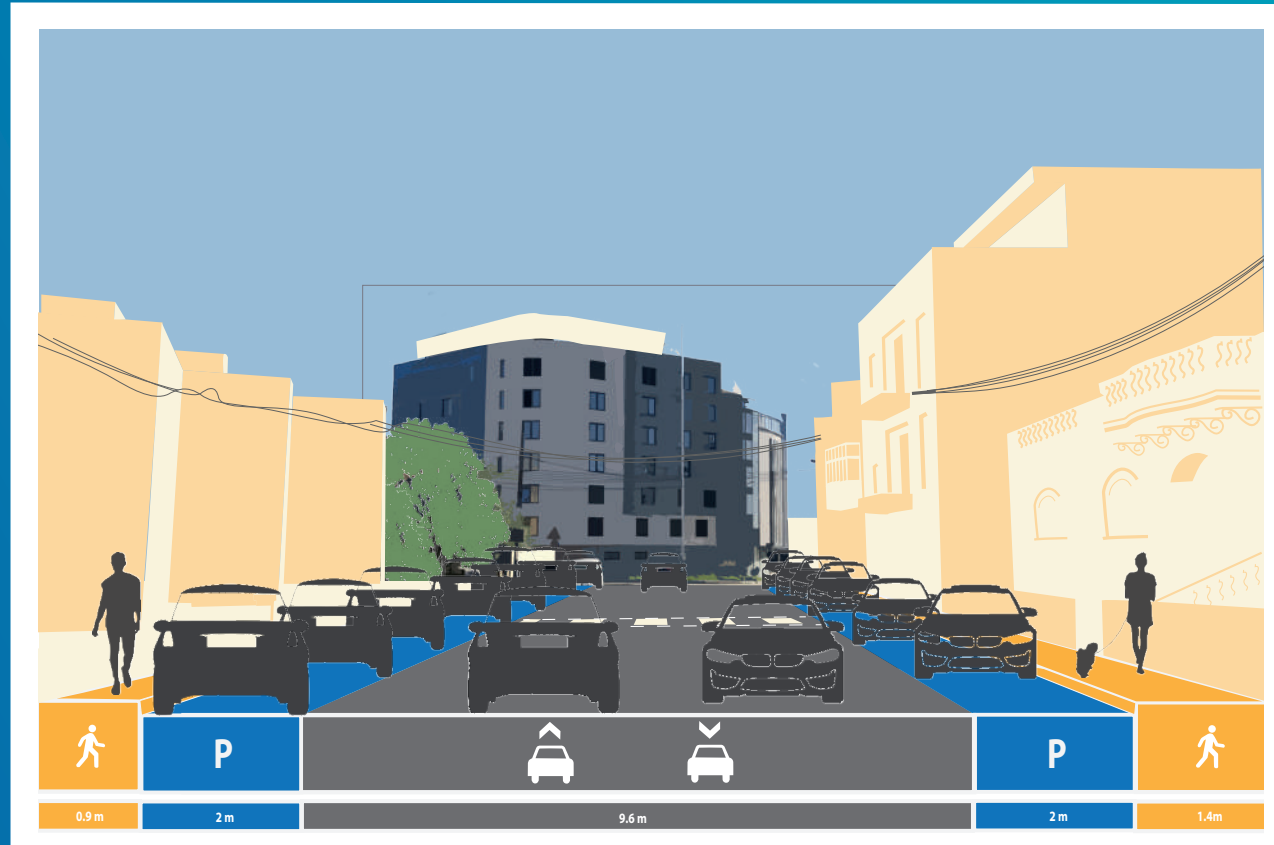
## Triq IL-Palma: Level 1, 3 and 4

Triq IL-Palma offers an entryway into the locality from Triq Tal-Barrani. The road is an important link from the arterial road to Triq Il-Kbira, and changes in width throughout the stretch. The road is at its widest at the intersection with Triq tal-Barrani where it allows vehicles to slow down when entering and narrows down significantly towards Triq Il-Kbira. Entering from Triq Tal-Barrani onto the roundabout, appropriate signage is being proposed to slow down cars and signal to drivers to share the road with cyclists.

The intervention further proposes two different strategies for reconfiguring different sections along the road. The first strategy applies to the segment from the roundabout to Triq Bir Għeliem, where the road width spans 9.6 metres with 2 metres of on-street parking on both sides of the road. However, in contrast, the wide road only offers pavements of 0.9 metres and 1.4 metres on either side. It is being proposed to narrow down the road to 7.6 metres, while allocating 1 metre of pedestrian extension next to the existing pavements. This reconfiguration would balance the needs of both pedestrian and vehicular users, as the roadway would work equally well as a two-way road, even including heavy vehicles.







The second strategy applies to the segment from Triq Bir Ghelien to Triq Birbixkilla. A 6.7 metre-wide roadway is bordered by perpendicular parking of 4.3 metres on one side and 2 metres of on-street (parallel) parking on the other. The 0.9 metre-wide pavement remains consistent but the 1.4 metre-wide pavement narrows down to 1.3 metres. Since Triq IL-Palma narrows down to a minimum width of 6 metres, the intervention proposes narrowing the existing roadway in this section from 6.7 to 6 metres in order to retain a continuous street section. Hence, 0.7 metres of extended linear pedestrian space would be allocated adjacent to the existing 0.9 metre-wide pavement. The existing perpendicular parking could be reconfigured to 45-degree parking for easier access/ vehicle manoeuvring and less take-up of road space.

Finally, floor markings are proposed at the intersection of Triq IL-Palma with Triq Birbixkilla, to highlight the pedestrian alley connection towards the Parish Church, and with Triq Kalamija to highlight the path towards an open public space (discussed in the next intervention). Additionally, floor markings are proposed at the intersection with Triq IL-Kbira to continue the connection between Saint Albert the Apostle Chapel and the Parish Church.

#### LEGEND

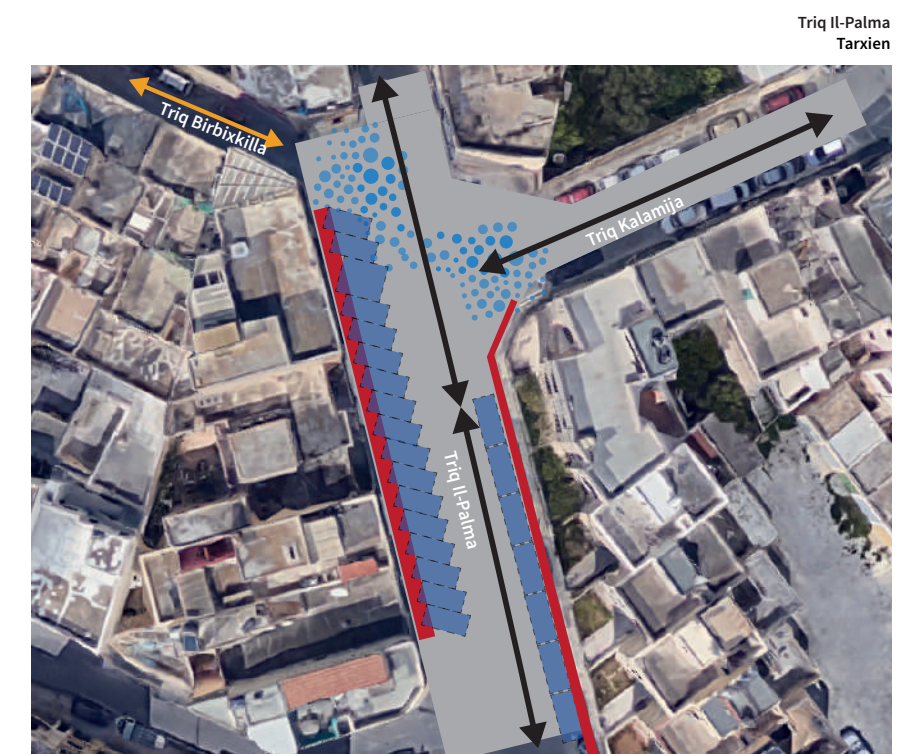
##### Signage/Tactical Urbanism

- Pedestrian space
- Floor marking - slowing cars
- Landmark

- One-way
- Limited access

##### Traffic Management

- All modes of transport
- Bicycles
- Pedestrians
- Buses





Intervention 10

**Triq Karlu Maratta - Triq Kalamija - Triq Ġanni Faure' - Triq Wenzu Despott: Level 1**  
**Triq Anġlu Mangion: Level 1 and 2**  
**Triq Ġannikol Buhagiar: Level 2**

Branching out from Triq Il-Palma, Triq Kalamija leads to a public green space featuring a large water fountain and an enclosed seating area. The open space is bordered by Triq Anġlu Mangion, Triq Ġannikol Buhagiar and Triq Karlu Maratta and therefore effectively serves as a roundabout for vehicular traffic circulation. On the same road of Triq Anġlu Mangion, Misraħ Buleben is another public open space with a similar configuration and including play equipment and seating within an enclosed hedge. It is also bordered by Triq Wenzu Despott and Triq Ġanni Faure'. Both spaces provide pleasant views for the surrounding residences and offer opportunities for social interaction. However, residents need to cross a number of streets in order to reach these open spaces, raising safety concerns, particularly for children and elderly residents.

This specific area within Tarxien is predominantly residential and therefore mainly accessed by its residents. For this reason, the intervention proposes integrating the space within the urban fabric so as to serve pedestrians rather than vehicles. Vehicles driving to and from Triq Anġlu Mangion and Triq Karlu Maratta may do so via Triq Kalamija. Vehicular access on Triq Ġannikol Buhagiar could therefore be eliminated and the public space could extend over Triq Anġlu Mangion towards the residences. Similarly, vehicles driving to and from Triq Anġlu Mangion and Triq Ġanni Faure could do so via Triq Wenzu Despott, which is currently a wide junction. All the above streets



are proposed to have signage indicating low 20 km/hour speed limits and emphasising pedestrian priority.

The integration of spaces, as proposed in this intervention, improves connectivity and, subsequently, usability of the space by reducing the need for pedestrians to cross numerous streets in order to reach this destination point and it increases their safety. Rather than prioritising vehicles and providing shortcuts, Slow Streets interventions such as this one are geared at providing continuous pedestrian connections for residents.

Intervention 11

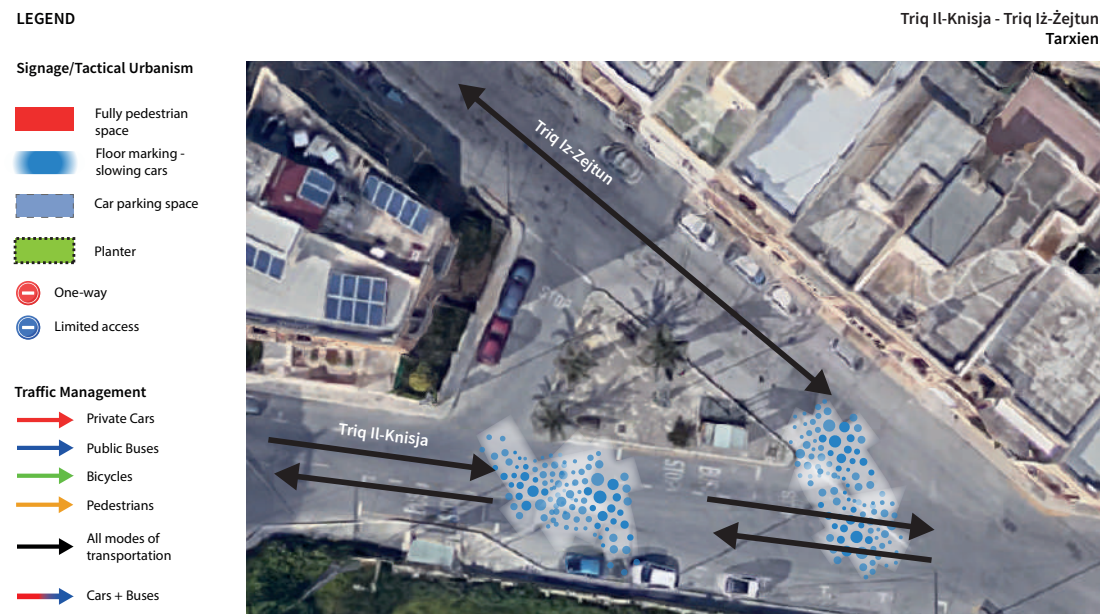
**Triq il-Knisja - Triq Iż-Żejtun: Level 3 and 4**

Also branching out from Triq Il-Palma is Triq il-Knisja, a direct road linking to Triq San Anard and therefore serving as a southern entryway into the locality. The road is predominantly residential, with very few local shops. The two-way road width of Triq il-Knisja measures 6 metres, with 2 metres of on-street parking and 1 metre of pavement on either side of the road. As the street offers pleasant views towards the Parish Church, the intervention proposes narrowing the roadway from 6 metres to 5.5 metres, and using the remaining 0.5 metres as a strip of green alternating along the existing pavements. The planters would be located between parking spaces where there are no garage entrances. Where there is already an element of green, such as the case with the existing mature Cypress tree, the 0.5 metres would provide an opportunity for the pavement to continue around the tree rather than having to demount the pavement to walk between the parked cars. Offering an opportunity for greening would enhance the aesthetics of Triq il-Knisja and would also provide a protective barrier between the pedestrians and parked cars.





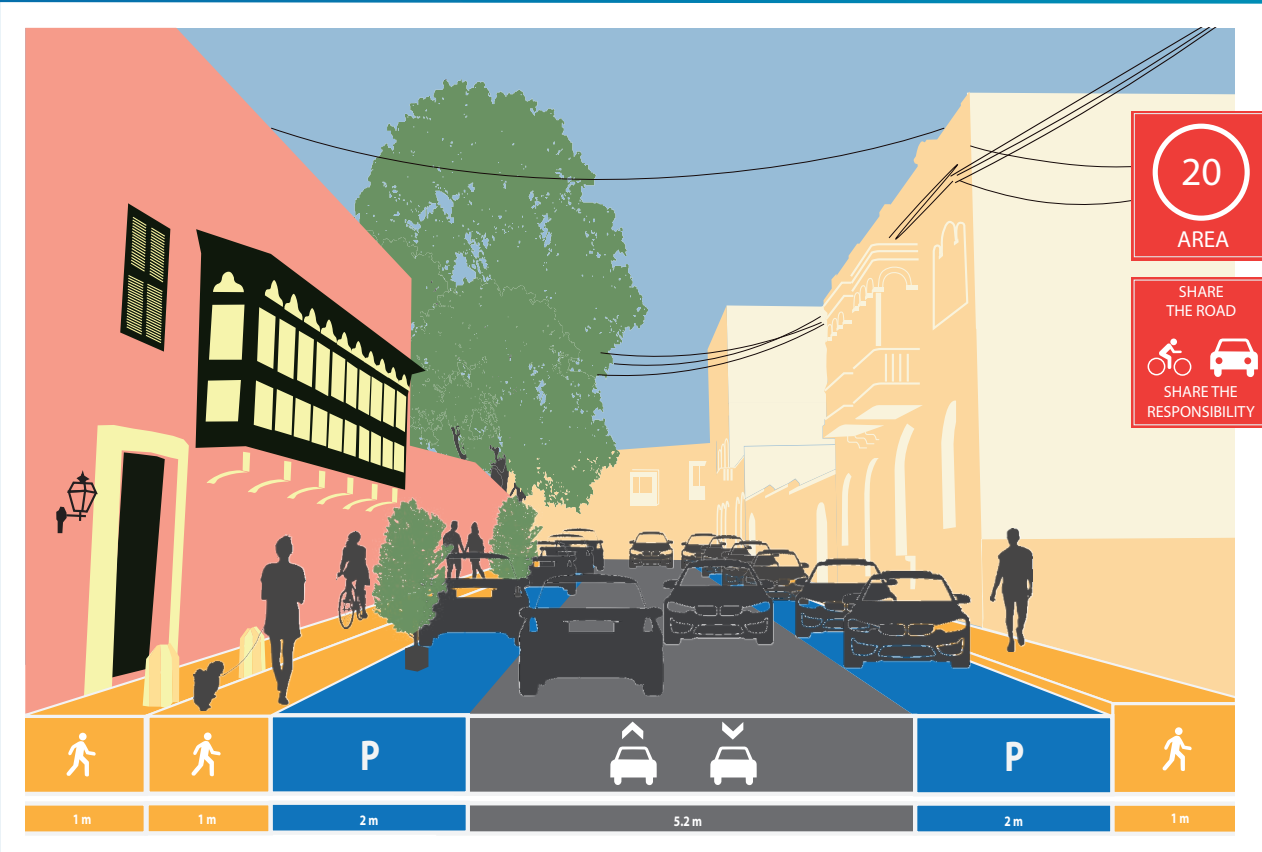
Additionally, tactical urbanism is proposed at the wide junction with Triq Iż-Żejtun. The junction features an isolated island with planted palm trees, a seating area and a shaded bus stop. Floor markings along the junction would visually link the two bus stops and simultaneously alert drivers to slow down to allow pedestrians to cross safely.



Intervention 12

Triq Iż-Żejtun: Level 1 and 4

Triq Iż-Żejtun serves as another southern entryway into the locality and connects to the central spine of Triq Santa Marija. The road varies in width along its stretch, so it has various street configurations. A historic palazzo is located on the segment between Triq Leonardo Abela and Triq Id-Dejma, and offers an interesting architectural contribution to the streetscape. However, there is no pavement along the palazzo, limited to 1 metre





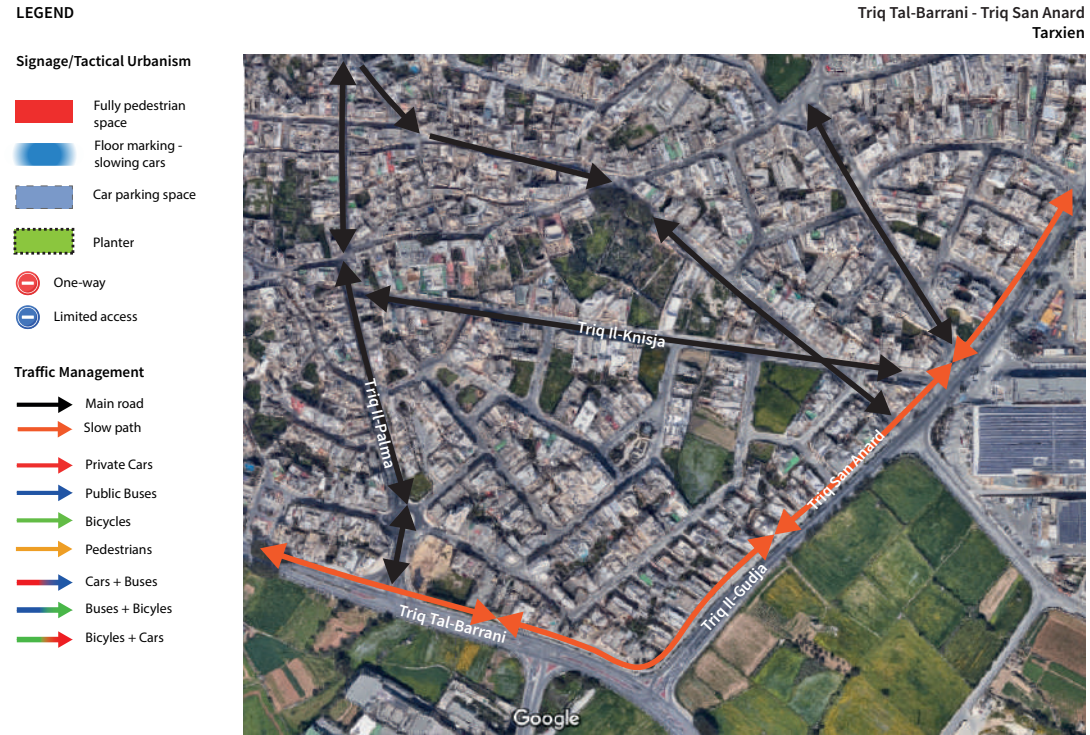
of concrete flooring adjacent to 8.2 metres of roadway. Cars often park next to the palazzo even though it is not a designated parking area. The other side of the road offers 2 metre-wide on-street parking and a 1 metre-wide pavement.

The intervention proposes narrowing the roadway to 5.2 metres, continuing with the width of the previous road section. An extended strip of 1 metre would be allocated next to the palazzo, providing a total of 2 metres of space in the front of the historic building. This space could feature planters and street furniture such as benches. Two metres of designated parking would be located next to the new pedestrian strip before the roadway begins to narrow towards the intersection with Triq Id-Dejma. This reconfiguration along Triq Iż-Żejtun would highlight the presence of the historic landmark and simultaneously provide an open space for residents to enjoy on a daily basis. The remaining stretch of the road is proposed to have adequate signage indicating low vehicular speed limits and road sharing between drivers and cyclists.

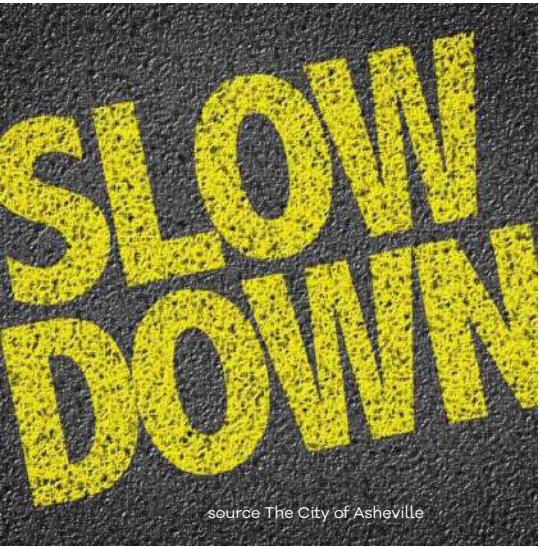
Intervention 13

Triq Tal-Barrani - Triq San Anard: Slow path

Bordering the southern region of Tarxien is the arterial road, Triq Tal-Barrani, which is currently being upgraded to have wider roads and better facilities. The upgraded infrastructure is envisaged to feature service roads, which act as slow paths for vehicles and therefore offer safe walking routes for residents. The slow path would begin from the junction of Triq tal-Barrani with Triq Ir-Raheb, and extend towards the new Dar l-Annunzjata elderly nursing home, wrapping around the periphery of the locality towards Triq San Anard.



In turn, Triq San Anard is a service road running parallel to the main road, Triq Il-Gudja, stretching from Tarxien to the neighbouring locality of Żejtun. Similarly, Triq San Anard would serve as a slow path for residents and offer safe walking routes around the locality.





# Phasing Strategy

The interventions have been phased in stages, starting with those that are simple to implement and that could potentially catalyse bigger changes in the near future. The stages have been designed to facilitate the implementation of the overall Slow Streets vision.

## Phase 1

Starting and Testing: Projects that are straightforward and easy to implement and that can provide the groundwork for a more significant future reconfiguration, thus requiring less initial financial investment. This phase includes the creation of play streets, tactical urbanism interventions and the testing of elements for eventual Level 4 interventions and are characterised by the use of temporary (removable or reversible) elements that could be deployed on certain days and during certain times.

## Phase 2

Strengthening: This phase is envisioned to require more investment into signage and branding in order to build on Phase 1, and implement the necessary re-routing measures as discussed previously.



## Phase 3

Monitoring should be carried out simultaneously with execution, and post-implementation, in order to gauge whether the intervention is achieving the desired outcome, and if there are actions to be done that could achieve better results. Monitoring will determine whether the interventions could become permanent in nature, and eventually further transformed into more significant infrastructural changes.

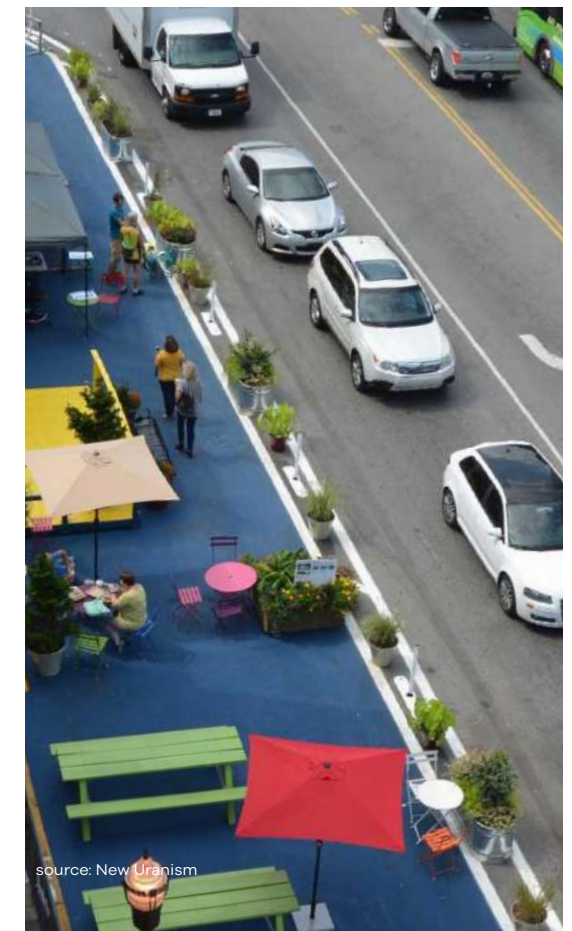


# Tarxien

The simplest interventions to implement first would be the play streets, tactical urbanism interventions (namely floor markings) and temporary signage. Floor markings at intersections and critical crossings may be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative. Specifically the entrances to existing paths could be implemented first to increase the attraction and use of these roads, together with floor markings around the main central square to improve safety for pedestrians and cyclists. Play street closures during this phase may be carried out on designated days and at times when traffic is already low, such as on a Sunday. Testing of the key interventions around the central square leading to their eventual implementation may also be carried out (specifically Triq IL-Kbira and Triq Xintill).

During the second phase, the rerouting and tactical urbanism interventions around the central square could be tested and eventually carried out as these would link to the roads tested in Phase 1. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend. In addition, the reconfiguration of Triq IL-Palma and Triq Iz-Żejtun could commence.

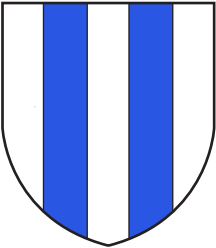
Finally, for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including the eastern area's rerouting interventions and all outstanding Level 1 interventions that enable the network to be consolidated.



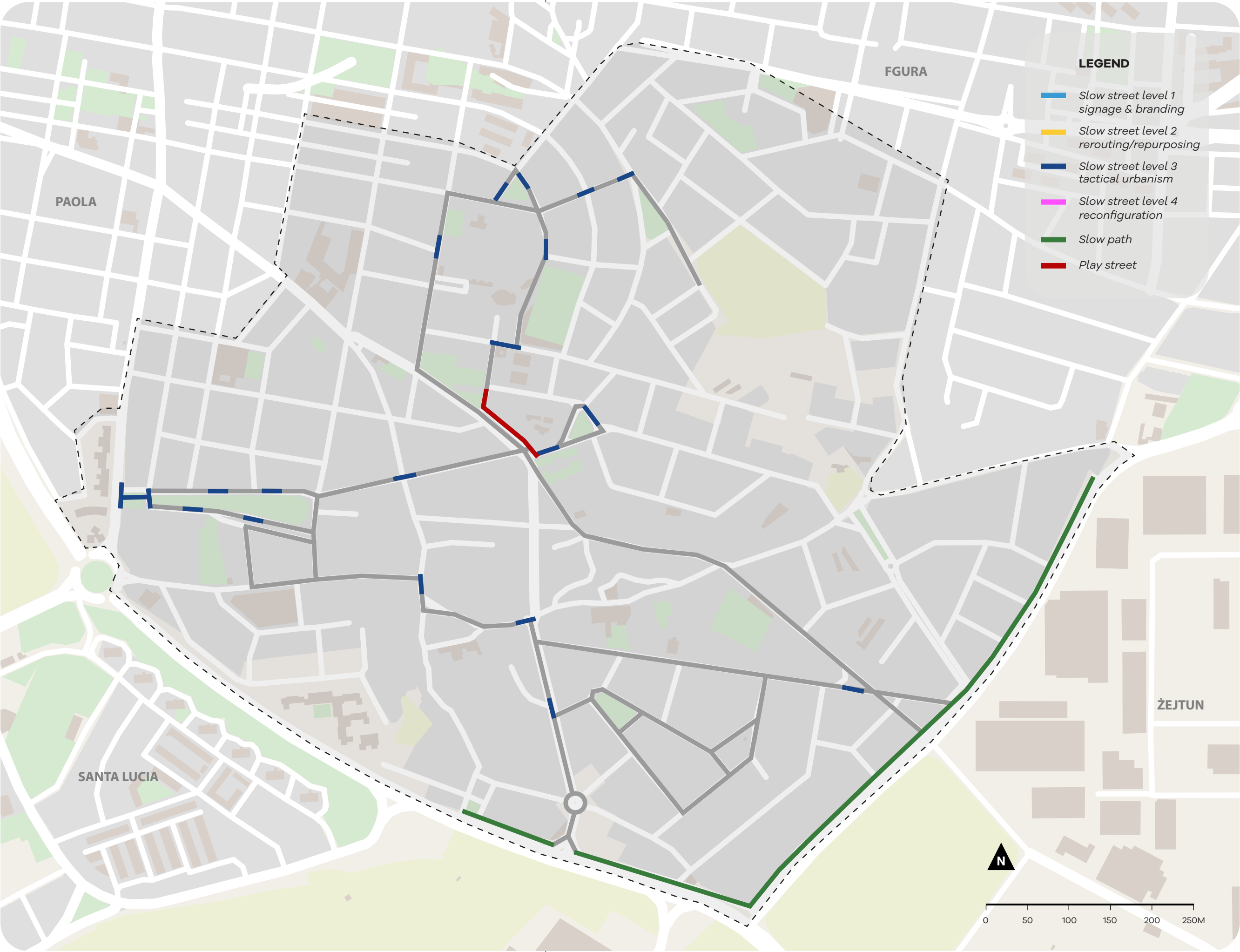


**PHASING**

STARTING &  
TESTING THE  
NETWORK



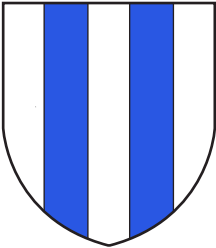
KUNSILL LOKALI  
**TARXIEN**



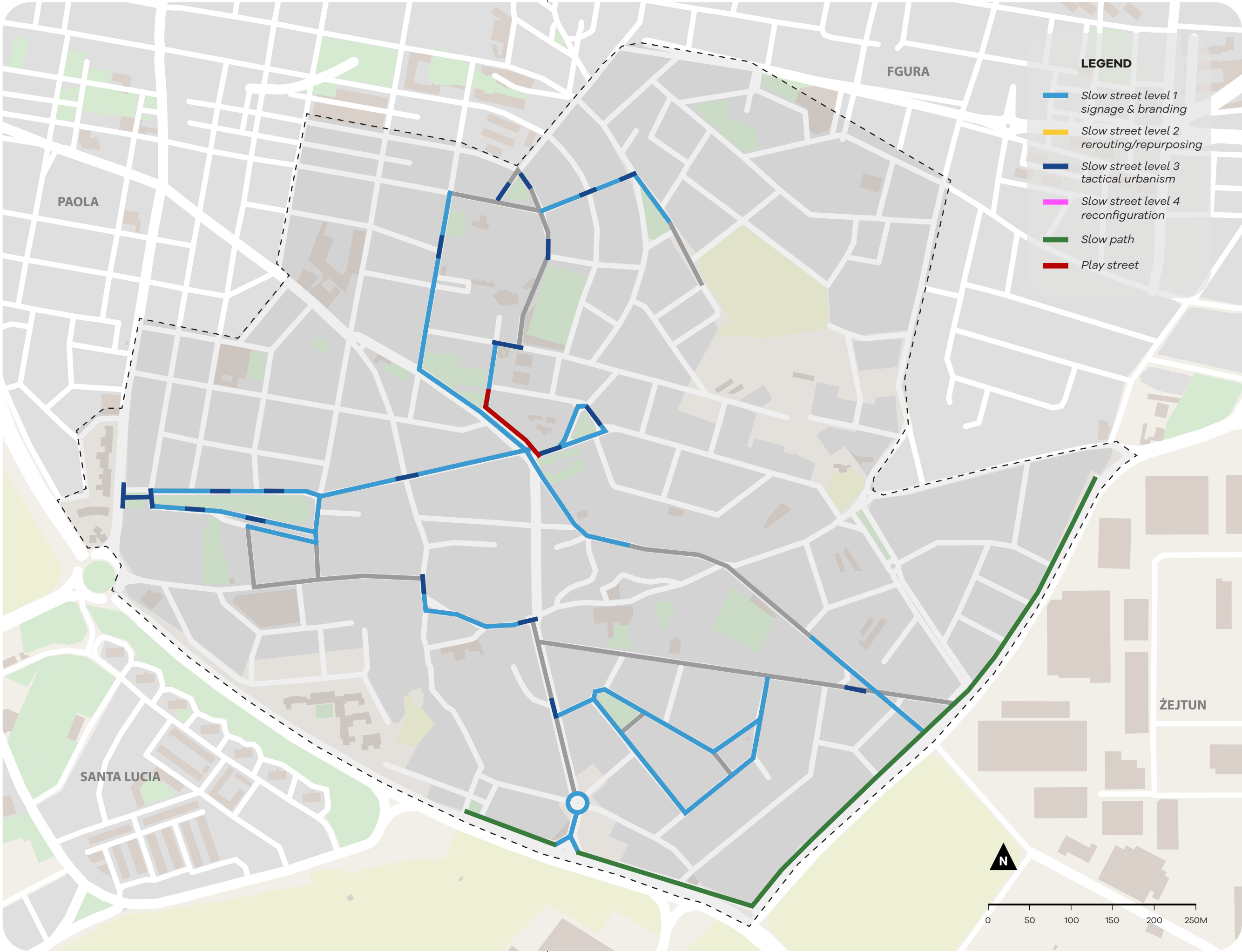


**PHASING**

STRENGTHENING  
THE NETWORK



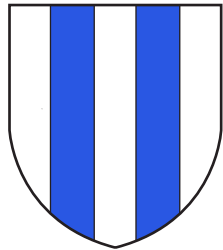
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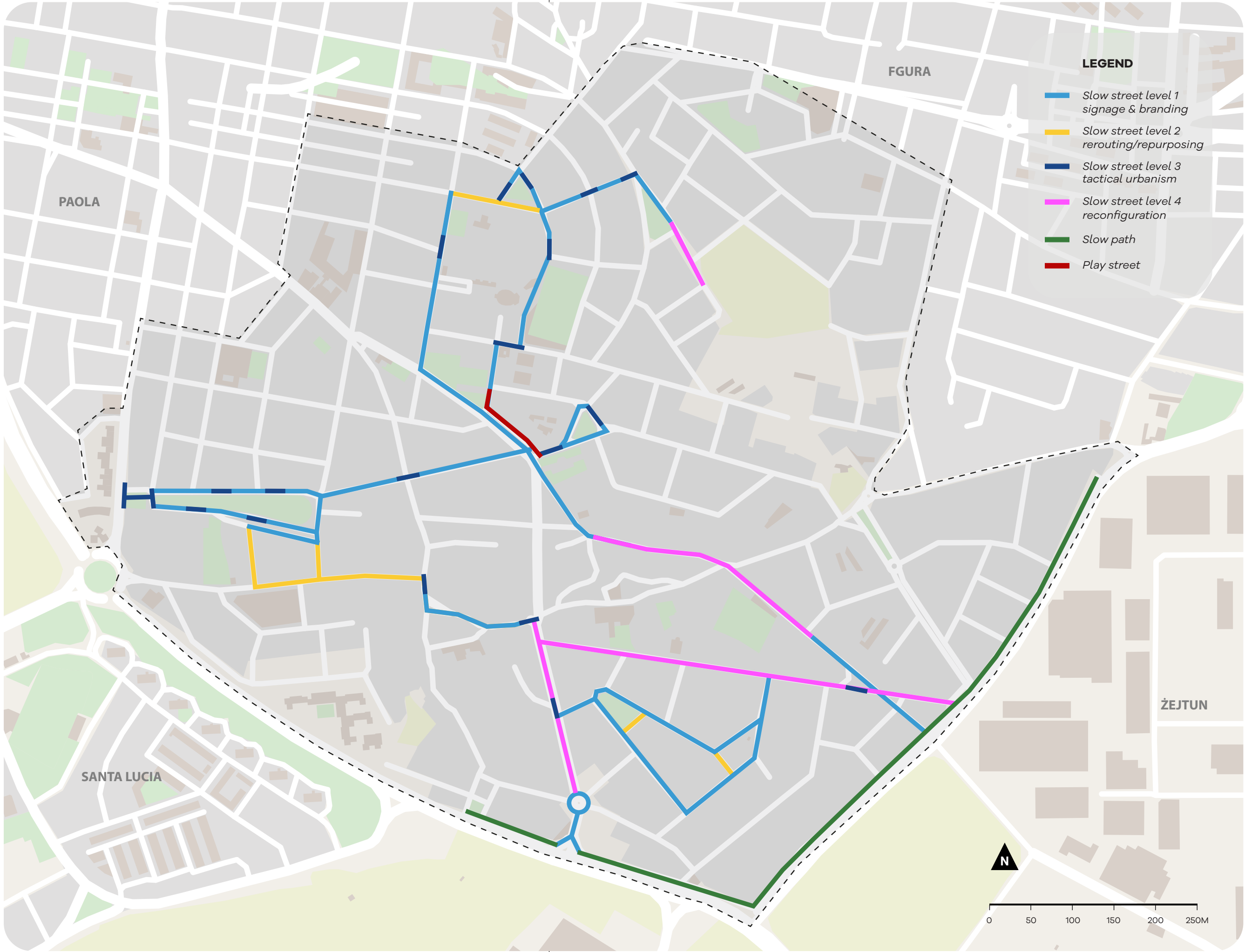


**PHASING**

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
**TARXIEN**





People traffic replaces car traffic, and the streets become 'paved parks' where people of all abilities can come out and improve their mental, physical and emotional health.

Slow Streets is a concept that can potentially extend to a permanent network of social places to stay, safe walkways and low-stress biking.

## The Way Forward

In order for Slow Streets to be successfully executed, a high degree of collaboration and communication is required between various stakeholders.

Whether at the testing or strengthening phase, projects require collaborations between Local Councils (as well as the Local Councils' Association and the Regional Committees) and local residents, with the involvement of other entities – NGOs and community groups such as the Bike Advocacy Group and Walking Malta, Transport Malta, Malta Public Transport, the Planning Authority, the Environment and Resources Authority and other government entities.

Partnerships are important for creating an agreed-upon plan for signage, programming, and for the creation of an ongoing management plan once the project is implemented. Specifically within tactical urbanism projects, a collaborative

effort with residents is beneficial for its successful implementation. The most successful plans for change often come from the residents themselves, as they centre on their daily needs. Therefore residents should be engaged throughout the entire process such that the outcome may be more fruitful.

Slow Streets involves a combination of strategies that aim to result in safer and more frequent use of streets by pedestrians. However, the future vision is for Slow Streets to incentivise larger scale projects that could give back high quality urban public space to the residents. For these future projects, partnerships, active resident involvement and participatory design will be essential.



source: The Rouge Collection



Tarxien is a small locality in the South Eastern region of Malta. The town is most known for the Tarxien Temples, a megalithic temple complex which is among the world's oldest freestanding structures, and listed as a UNESCO World Heritage Site. The locality has seven green open spaces, the largest of which is the Joanne Garden. The Local Council has furthermore expressed interest in expanding and improving the Penza Garden on Triq Sammat. The Council has also suggested a vision of a pedestrian area centred around the Parish Church.

Tarxien is characterised by narrow local roads, with designated slow speeds. The locality has a significant problem of extraneous (through) traffic, due to drivers accessing southern localities to and from the central region via Tarxien. Narrow local roads are often used as traffic shortcuts instead of using the arterial and distributor road infrastructure, threatening both the serenity of these residential streets and pedestrian safety, while contributing to additional pollution levels.

The main aim of the Slow Streets strategy, therefore, is to make the narrower local streets safer and more walkable for pedestrians to use by using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions. Key routes have also been identified for potential reconfiguration since they enable a stronger and safer street environment for pedestrians and cyclists alike.

The individual strategies are categorised according to the level of interventions, which entail diverse tools of traffic management and tactical urbanism. These include:

- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism initiatives – low cost and temporary solutions that are focused on reallocating more space to pedestrians and cyclists rather than cars and that can be used in the short term (to test Level 4 interventions) or the long term
- Level 4 interventions: Reconfiguration of the street section to allocate more physical space to pedestrians and cyclists
- Slow Paths: A designated slow section of the road, when

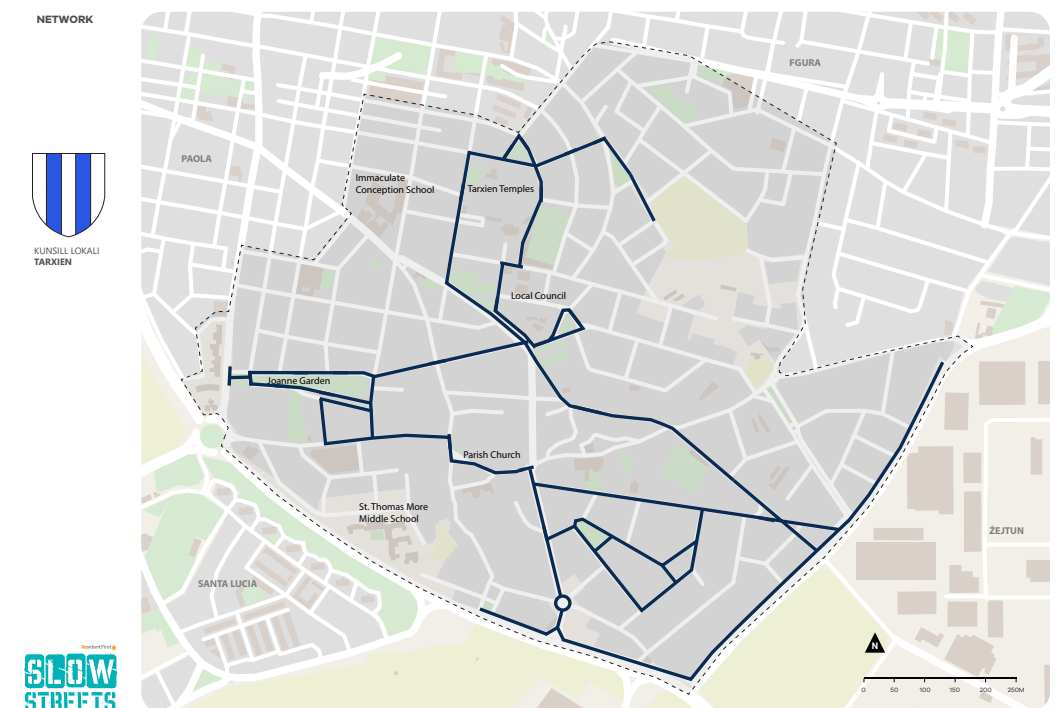
## Summary

intervening on the entire street is not possible, particularly for use in larger roads where slower-moving, more localised/ dedicated slip roads are available, and where priority for pedestrians is often not considered

- Play Streets: A type of intervention where a local road is closed off to cars temporarily, for example on weekends, so that it may be transformed into a place where residents of all ages are free to gather, socialise and play
- Extensions: Important links that represent future potential expansion of the network, and better connectivity for residents of different localities

The phasing strategy is designed to begin with the interventions that are simple to implement and that could potentially catalyse bigger changes in the near future.

Slow Streets involves a combination of strategies that aim to result in safer and more frequent use of streets by pedestrians. In order for Slow Streets to be successfully executed, a high degree of collaboration is required among various stakeholders. Engaging the residents, preferably throughout the entire process, will produce the most successful plans for change.





# Intervention Summary street by street

## Intervention 1

### Triq Sammat (rerouting and tactical urbanism)

Rerouting: closing off this segment of the road so that it would serve as an extension to the garden and therefore connect the garden to the temple’s border  
Tactical urbanism: floor markings highlighting the entrance points of the garden

### Triq Sir Temi Zammit (signage and tactical urbanism)

Tactical urbanism: floor markings highlighting the entrance points of the garden  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

## Intervention 2

### Triq il-Fuħħar (signage and tactical urbanism)

Tactical urbanism: floor markings at the intersections of Triq Guze D’Amato, Triq Knisja, and Triq Santa Monica  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

## Intervention 3

### Triq Ta’ Sardinja (reconfiguration)

Reconfiguration: shifting the 2.2 metre buffer adjacent to the wide 2.3 metre pavement, so as to utilise the strip for planters and greening.

### Triq George Caruana (signage and tactical urbanism)

Tactical urbanism: floor markings connecting the garden to the wide pavement  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: share the road (cars and cyclists)

## Intervention 4

### Triq Santa Monica - Triq San Frangisk - Triq Annetto Caruana - Triq it-Tempji Neolitici (signage and tactical urbanism)

Tactical urbanism: Floor markings are proposed at the intersection of Triq Santa Monica and Triq Il-Ħaġar and on Triq San Frangisk, indicating the presence of the pedestrian pathway, and in front of the Church of All Souls and the Tarxien temples

Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

## Intervention 5

### Triq Santa Marija (signage, tactical urbanism and reconfiguration)

Tactical urbanism: floor markings are proposed in front of the chapel extending towards Triq IL-Blata, giving some articulation to the asphalt parking areas  
Reconfiguration: narrowing the roadway to 4.1 metres and dedicating 1 metres of pedestrian space which can also be used for planters  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

### Triq Santa Marija (service road): Play Street

Play street: programming of activities

### Triq Agostino Randon - Triq IL-Fieres (signage and tactical urbanism)

Tactical urbanism: floor markings are proposed first at the intersection of Triq Santa Marija and Triq Agostino Randon, and at the entrance of the garden on Triq IL-Fieres.  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

## Intervention 6

### Triq Lanzon (signage and tactical urbanism)

Tactical urbanism: floor markings at the intersection with Triq Paola  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: share the road

## Intervention 7

### Triq Joann Garden (signage and tactical urbanism)

Tactical urbanism: floor markings are proposed at two entrance points  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority



**Triq Ħal-Luqa - Triq it-Tarzna (tactical urbanism)**

Tactical urbanism: floor markings at the intersection with Triq Paola  
Floor markings are proposed on Triq Ħal-Luqa extending before and after the existing zebra crossing next to Xintill bus stop.

**Triq Xintill - Triq Pawlu Schembri - Triq Is-Sorijiet (rerouting)**

Rerouting: introduces a one-way loop from the service road of Triq Joann Garden to Triq Pawlu Schembri, Triq Xintill (segment between Triq Pawlu Schembri and Triq Is-Sorijiet) and Triq Is-Sorijiet.  
Rerouting: close off Triq Xintill from Triq Paola to Triq Is-Sorjiet on designated days

**Intervention 8**

**Triq IL-Kbira (signage and tactical urbanism)**

Tactical urbanism: floor markings at the intersection with Triq IL-Palma  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

**Triq Paola (tactical urbanism)**

Tactical urbanism: floor markings at the intersection with Triq Xintill

**Intervention 9**

**Triq IL-Palma (signage, tactical urbanism and reconfiguration)**

Tactical urbanism: floor markings on the intersection with Triq Birbixkill, Triq Kalamija and Triq IL-Kbira  
Reconfiguration (from roundabout to Triq): narrow 9.6 to 7.6 metres, while allotting 1 metre of pedestrian extension next to the existing pavements.  
Reconfiguration (from Triq to Triq): narrow the roadway from 6.7 to 6 metres and introduce 0.7 metres of extended pedestrian trip, also introduce 45 degree parking  
Signage: Slow Streets branding  
Signage: 30 km/hour speed limit  
Signage: share the road

**Intervention 10**

**Triq Karlu Maratta - Triq Kalamija - Triq Ġanni Faure’ - Triq Wenzu Despott (signage)**  
**Triq Anġlu Mangion (signage and rerouting)**

**Triq Ġannikol Buhagiar (rerouting)**

Rerouting: vehicular access on Triq Ġannikol Buhagiar and end segment of Triq Anġlu  
Mangion eliminated  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

**Intervention 11**

**Triq Knisja - Triq Zejtun (tactical urbanism and reconfiguration)**

Reconfiguration: narrow the roadway from 6 metres to 5.5 metres, using the 0.5 metres as a strip of greening  
Tactical urbanism: floor markings along the junction with Triq Iż-Żejtun

**Intervention 12**

**Triq Iż-Żejtun (signage and reconfiguration)**

Reconfiguration (segment between Triq Leonardu Abela and Triq Id-Dejma): narrow the roadway to 5.2 metres and introduce an extended strip of one metre next to the palazzo and two metres of designated parking  
Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: pedestrian priority

**Intervention 13**

**Triq Tal-Barrani - Triq San Anard: Slow path**

Signage: Slow Streets branding  
Signage: 20 km/hour speed limit  
Signage: share the road (cars and cyclists)



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